

Manufacturers Record

Exponent of America



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Baltimore, Md.
AUGUST 4, 1927



Flood Control and Its Ramifications.

The control of the rivers that drain the Mississippi Valley and pour their waters down the Mississippi, flooding this year over 30,000 square miles of territory, is one of the greatest problems before this country. It is a gigantic task that appeals to the imagination. Men of sound intellect and broad vision must shape the policies which will not only make a repetition of this flood disaster impossible, but will utilize to the utmost extent all the latent power of the waters which have been running their course to the sea. Enveloped in these problems are questions of Federal control and of hydro-electric development by private corporations, contributing an important factor to the work of the Government itself. Storage reservoirs and other cooperative influences must all be put to work in a system so broad and comprehensive that the very beginning of this task will give a new birth to the nation and stimulate every activity of the land.

It is not a problem that concerns simply a few Southern States. It is a national problem, a national opportunity to develop as one of the greatest assets of the country the rivers and streams, which, long unutilized, except in part, may now be turned to the creation of wealth beyond the dreams of the past.

To these problems—the river transportation, the questions connected with hydro-electric development and other phases of this gigantic work—this issue is largely devoted. We commend to our readers a careful study of the whole subject, treated as it is from many angles and in a way which must necessarily command the nation's attention.

In the article by Richard Woods Edmonds, a member of the editorial staff of this paper, he takes the position that:

1. The valleys of the Mississippi system, like that of the Mississippi itself, are sorely in need of flood protection;
2. The valleys of many of the tributaries can be protected from floods by reservoirs built by private enterprise for power, and by government for navigation, irrigation, flood control or a combination of these functions; and
3. Such protection would go far to relieve the strain on the levees of the Mississippi.

George Garner, also of our staff, covers some of the special features of the recent Governors' Conference, with special reference to the flood situation.



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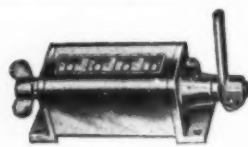
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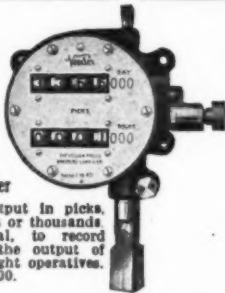
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BALTIMORE, AUGUST 4, 1927.

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Looking Ahead to American Improvement.

RAILROADS are carrying the heaviest traffic in their history and doing it more expeditiously than ever before. The efficiency which has been developed by the railroads in handling their enormous freight business is a tribute to the ability of railroad men today, for never before were the roads able to accomplish what they are now doing in the way of expeditious freight handling. The rapidity with which freight is now delivered has completely changed the economic situation of the country, as it enables merchants to buy only as needed, assured of prompt delivery, whereas it was but a few years ago when freight was often delayed for two or three months in delivery, thus tying up a vast amount of capital, of producer and buyer alike.

There is, however, a wide margin for continued improvement in railroad operations and room for greater efficiency in railroad management, as wonderful as is the progress that has been made. Naturally, railroad expansion must go forward on a much larger scale than is now in sight. There must be more double tracks, more four tracks, more rolling stock, larger freight terminals and possibly no other phase of railroad operation needs expansion so badly as enlarged terminals in the great cities of the country. Discussing this phase of the railroad situation, President C. E. Mitchell of the National City Bank of New York—and surely Mr. Mitchell is in a position to understand the whole situation—called attention as we recently published to the need of more automatic signals, of enlarged terminals and modernized rolling stock. Referring to the terminals in New York, Mr. Mitchell said:

"Conditions are deplorable. With as many as 500 cars of perishable food arriving a day in certain sections, there are many days when as many as 150 cars are unable to reach the consumers' market."

This means an enormous loss to the producers of these perishable food products, for food thus held over soon decays and must be destroyed. No wonder there is great discontentment at times on the part of producers who thus find their shipments a dead loss. New York, however, is only one place where improved terminals are needed. Let anyone, for instance, travel on the Pennsylvania Railroad through the tunnels at Baltimore, and the intolerably bad condition of that smoky gas filled tunnel system within the city limits is a reflection upon the management of that company and upon

the city officials of Baltimore who do not indict that road and by some means compel it to provide better facilities through this city. And then as one visits Atlantic City, for instance, he finds the Pennsylvania Railroad operating an old depot that would be a disgrace to any Western city of 10,000 people, doubtless due to the fact that knowing it has almost a monopoly of the traffic to Atlantic City it can do as it pleases, just as it does in the use or abuse of the terminals and the interminably smoky condition which it creates in the city of Baltimore. These, however, are but trifling illustrations of the fact that the railroads are not yet fully prepared to meet the public demands, and whether it be New York, or Baltimore, or Atlantic City, or hundreds of other places, there is still an abundance of room for the expenditure of money for the extension of railroad facilities.

Mr. Mitchell did wisely in his address on the subject in pressing upon the railroad people the need for large expansion policies, looking to the steady increase in population in this country. He raised the question "as to whether railroad plans provide adequately for the demands that with the inevitable growth of the country will be upon them five or ten years hence."

While the railroads must, therefore, of necessity carry forward enormous expansion, involving certainly more than a minimum of \$1,000,000,000 a year, all other transportation and business interests are likewise being crowded to the limit of their present capacity and must of necessity make vast expenditures continuously, in order to keep up the public needs. Mr. Mitchell referred to the fact that public utilities have in the last five years sold over \$7,000,000,000 of securities for the expansion of their operations.

The extent of the electric light and power operations throughout the country will require the expenditure of not less than \$1,000,000,000 a year for some years to come. The growth of the country is demanding the extension of telephone facilities at an outlay of \$500,000,000 or more a year and this is rapidly increasing, although there are still hundreds of thousands of dwellings in this country without electric lights. There are, moreover, millions of farmers without electricity for their dwellings or for any other purpose, although electric companies are spreading out as rapidly as possible, seeking to reach the farmers of the land. Out of this electric light and power situation will come to a considerable extent a relocation of many industrial interests, which will spread out into the country instead of continuing the intense concentration in the great centers as heretofore.

We are spending \$12,000,000,000 to \$15,000,000,000 a year upon the purchase and maintenance of automobiles. This

will inevitably continue, for we have by no means reached the saturation point in this industry. With the increasing wealth and the increasing necessity for the automobile, the motorbus and the motortruck for handling the growing business of the country, passenger and freight, the number of automobiles per capita will steadily increase until the number in operation in this country will greatly exceed the number now in use. The time is not far distant when it will require at least 5,000,000 to 6,000,000 new cars and motor-trucks annually, simply to replace those that are worn out. We are already reaching well up toward 25,000,000 automobiles and trucks, and on the average there is a depreciation of probably 20 per cent a year, or, in other words, cars can hardly be counted upon to last much longer than five to seven years and be in good service. It is true that many cars do last longer, but many are worn out in a shorter time, and if we were to take an average of five years for the best service of automobiles, this would mean on a 25,000,000 basis a construction of 5,000,000 new cars a year simply to fill in the vacuum.

We are spending about \$1,500,000,000 a year in building highways and this is being steadily increased and must go forward in keeping with the growth of the country.

We are adding about 2,000,000 a year to our population, or say in the next 20 years some 40,000,000 to 50,000,000 to our present total of 117,000,000. Who can measure the enormous expansion which all of this means of transportation by railroads, by highways and by water, and the extension made necessary by this growth of electric light and power operations and of all construction work?

We are spending about \$6,000,000,000 a year in the construction of dwellings, hotels, apartment houses, etc. A year or two ago it was thought by some that this work was being overdone, but already one can easily visualize the fact that within a few years, with the increase of wealth and population, this amount must be greatly increased from year to year.

The Government having sadly neglected construction work of postoffice and other Government building for the last 10 to 15 years, now finds it necessary to begin the spending of some hundreds of millions of dollars for new Governmental buildings and even this work is being restricted by the inability to secure a sufficient number of architects to work out the plans for buildings already proposed and for which the money has been provided.

These are but a few of the outstanding items which give to the thoughtful man of affairs a conception of what is now under way and what the future has ahead of us in this country.

And to these things must be added the great improvements to be made in the Mississippi River Valley, the inter-coastal canal from Boston to Brownsville, the projected St. Lawrence waterway and the Nicaraguan canal, which will become a necessity; the all-American waterway from the Lakes to New York and other great enterprises upon which the attention of the country is being focused.

America is just preparing to step out of the swaddling clothes of the infancy of its material development into the sturdy manhood of the vast achievements upon which we are now about to enter.

SKEPTICISM ABOUT GOLD IN FLORIDA.

WILLIAM P. McDONALD, president of the McDonald Construction Company, who is operating the Consolidated Rock Products Company of Brooksville, Fla., on which gold was reported as having been discovered, writes the MANUFACTURERS RECORD, giving some efforts he has made to determine the matter and adds:

"You can see from this that I am not at all satisfied that the gold is there in quantities sufficient to make it pay."

FEDERAL AID TO FLOOD SUFFERERS.

FROM what we believe to be a mistaken point of view, a number of people of affairs in the flooded regions are rather disinclined to favor any outright Federal aid to the flood sufferers because they think it would hold the South before the country as a beggar region and pauperize the thought of the people aided. One business man puts Federal aid to the sufferers on a par, so far as the South is concerned, with the "Buy a bale movement" of 1914. This whole position, we think, is absolutely erroneous. The "Buy a bale movement" which the MANUFACTURERS RECORD helped to kill off was a scheme to place before the entire country the poverty and helplessness of the growers unless people all over the land bought a bale of cotton as an act of charity.

On the other hand the flood sufferers have been impoverished by the direct failure of the Federal Government to protect the people through adequate provision which should have been made in the past and the necessity for which has been fully understood. The Government, therefore, is directly responsible morally, and it would seem it ought to be financially, for this great disaster which has impoverished hundreds of thousands of people. An adequate appropriation to meet their losses would simply be returning to them that which they lost by reason of mismanagement of the Federal Government. The very people who in their boastfulness of the ability of the flooded section to come back without Federal help have commended the work of the Red Cross and its contributions to the flood sufferers. These contributions have, indeed, been acts of charity to a far greater extent than would be Federal aid, yet no one has questioned the wisdom of the work done by the Red Cross.

The MANUFACTURERS RECORD fully believes in the importance of the South's standing four square to every wind that blows in opposition to everything that would pauperize the thought of its people, but Federal aid in this case we hold would not be an act of charity but merely a repayment of what the Federal Government owes to these people. Moreover, for a hundred years the Government has from time to time voted large sums as aid to sufferers from floods, earthquakes and fires for foreign countries, and no one has even raised the question that in doing this it was pauperizing the people of the sections helped. Pride in the ability of the overflowed sections to come back on a large scale is fully justified, but the pride which would leave thousands of poverty-stricken people to suffer rather than accept Federal aid is the kind of false pride which goes before a fall.

NO ADMISSION FEE FOR LEE MEMORIAL.

THE action taken a few weeks ago by the trustees of Washington and Lee University in regard to charging a fee for admission to the Lee Memorial Chapel has stirred up such a hornet's nest of criticism from all parts of the country that the executive committee acted very wisely in not putting the ruling of the board of trustees into effect for the present. The executive committee has this authority, and in the light of the criticisms from members of the Alumni, from the United Daughters of the Confederacy and from many others against the hasty and ill-advised action of the trustees, we imagine that at the next meeting the board will promptly rescind the entire action. In doing so we think that an apology should be made to the Alumni and to the United Daughters of the Confederacy who have long paid for custodian service, and to all others who love and honor the memory of Robert E. Lee.

Buying and Reselling at an Advance Small Utility Companies.

H. W. HOYE of Newton, Miss., writes the MANUFACTURERS RECORDED as follows:

"We have a town of about 2500 people, an electric light plant that we run with oil engines, a plant that is making us from \$1000 to \$1500 a month. In addition we have a water works plant that cost us around \$90,000 to install, that is paying us something.

"You understand that the electric light companies are buying all the light plants of the South. We have but few towns left in Mississippi not owned by the Mississippi Power Company and the Mississippi Power and Light Co., the two large hydro-electric companies doing business in our State. The smaller companies buying these plants tell the people they will continue the use of the oil engines, which will be in the interest of such manufacturers and they say also that the hydro-electric company will not be a success.

"We have such a fight in Newton. I have opposed the sale of our light plant from the first. About four months ago our Board of Aldermen sold the plant for \$75,000 and I defeated the sale by 55 votes. The sale was made to one of the oil engine companies; these companies have been here for the past ten months trying to poison the minds of the people against the hydro-electric lines. Since that time we have been offered \$115,000 for our light plant.

"Last Monday night one of the oil engine people offered us \$140,000 for our electric light and water works and our Board of Aldermen made them an offer of \$150,000 for both, which I understand they will accept. On Monday night also the Mississippi Power Company bought the waterworks and electric light plant from Corinth, Miss., a town of about 6000 people. They paid \$750,000.

"I have opposed the sale of our plant to anyone. My idea has been, if we would wait one, two or three years, we could get a much better price. Corinth is only a little more than twice the size of our town and it occurs to me that our plant should be worth not less than a quarter of a million dollars, and this I firmly believe we can sell for within a short time.

"In case I should be willing to sell, my idea is that it would be best for us to sell to one of the large hydro-electric companies, that will get power from the Wilson Dam and the other large dams in Alabama, Tennessee and in this State, and that they make us a 10 cent kilowatt price with a reduction scale against a 12 cent rate charged by the oil engine people or the people we are trying to sell to.

"I believe if we expect to get new factories here in future, we will have to sell to one of the hydro-electric companies, and get the lowest rates for power and have all the power we might want; then the second consideration would be the price.

"The Mississippi Power Company and the Mississippi Power and Light Company own the plants in all the large towns and cities in Mississippi, and have the lowest rates of any company doing business in the State. The smaller companies too are trying to buy in the small towns and telling the people that oil engines are the only power. In my opinion they are buying to sell later to these hydro-electric companies. Should we sell to one of these small oil engine companies and get a 12 cent rate, my opinion is that we will remain forever on this high rate and that our possibilities for factories will forever be barred on account of such rates."

We give Mr. Hoyer's letter in full with his permission, because it raises a number of interesting points as to the efforts now being made in different parts of the country, as illustrated by this case in Newton, for the purchase of small public utility plants, especially electric light companies, although there is also a movement under way for the purchase of municipally owned water plants. Mr. Hoyer's letter raises several questions in regard to the reported competition between oil engine companies and hydro-electric power companies for the purchase of small plants and their recapitalization.

Recently an effort was made by the Electric Public Utilities Company, a Delaware corporation, to buy four electric

companies in Maryland as follows: The Lonaconing Electric Light Company; the Emmitsburg Electric Company; the Antietam Electric Light and Power Company, and the Midland Electric Light Company. These plants are located in small towns throughout the State.

The Lonaconing Company has 550 shares of stock with a par value of \$13,875; the Emmitsburg Company 1500 shares with a par value of \$15,000; the Antietam Company 115 shares with a par value of \$11,500, and the Midland Company 500 shares with a par value of \$5000, making a total for the four companies of \$45,375. The price offered for these plants was \$468,000 cash, plus a bonded indebtedness of \$50,000, making a total of \$518,000. It is said that the owner of the stocks in these companies is Thomas A. O'Hara, of New York city, and that the annual average dividend for the past five years has been \$1,747.69. The application for the purchase of the properties made to the Maryland Public Service Commission set forth that the applicant has authority to issue one thousand shares of no par value stock and that the company controls and manages various electric light and gas corporations in Ohio, Kansas, Oklahoma and Colorado. The net earnings of the four companies available for interest, depreciation, etc., including taxes, was reported as follows: In 1925, \$20,279.47; in 1926, \$48,828.32; in 1927, \$49,757.44.

The engineers of the Public Service Commission made a report giving a replacement value on these four properties of something over \$200,000, and a firm of engineers made a replacement value of something over \$300,000. The price agreed upon between the buyer and seller was \$518,000, and the annual profit on that price, as indicated by the earnings for the last three years, would be about 9 per cent.

The application was denied by the Public Service Commission on the ground that a sale of the companies at that price would set such a high value on them that in order to pay dividends to the purchaser the rates for power would be higher than would be good for the public.

Discussing this situation with an engineer who has recently come across several transactions of this kind, he made the statement that a friend of his had netted about \$500,000 profit recently by buying up small utility companies in the South, spending a few thousand dollars on improvements and then selling them at high figures to big electric combinations. He stated that as public service commissions give to these companies the right to charge a rate which yields a profit of 7 to 8 per cent on the total valuation, many of them were perfectly willing to pay a big price to the intermediary, because capitalized or valued at these high prices they were still allowed to make 7 to 8 per cent by public service commissions.

This is an extremely interesting phase of this competition now going on in the purchase of utility companies throughout the country and in many cases involving the prompt resale of them to the big operating companies.

Is it true that these companies are paying far more than the properties are intrinsically worth, because they are allowed to charge a rate which will make a good profit on this higher valuation?

We raise the question for discussion and invite the views of hydro-electric people, oil engine people and others who are buying and selling these small utility companies so rapidly throughout the country. Are the values they are putting on them justified by the replacement cost, and are they charging a rate that must be based on earning a profit on the big prices for which the property is bought?

THE MISTAKE OF THE SOUTH CAROLINA HIGHWAY COMMISSION ON CEMENT.

UNDER the heading of "South Carolina's Mistaken Policy," the Augusta Chronicle republished in full a recent editorial in the MANUFACTURERS RECORD against the plan of the State Highway Commission of South Carolina in inviting bids for foreign cement in competition with the bids of American manufacturers. In commending that position as stated in the editorial, the Chronicle, one of the sanest and soundest daily papers of the South, said:

"The sovereign state of South Carolina, that is the officials of the highway department of the state, have been criticised somewhat here lately about a proposition to buy cement for highway construction. The declaration that 'foreign cement would be considered on exact parity with the American product' has been the cause of all the trouble.

"Less than ten years ago such a statement would have brought down universal condemnation of such a policy. Then, too, coming from South Carolina, the situation is all the more perplexing. What we need here in the South is more consideration for local enterprises. Here in Augusta a gigantic cement concern is being organized and it ought to have the support and encouragement of the public in every way. The movement under way now to put a tariff on imported cement, to protect the industry, like others are protected, from this cheap, foreign competition, will probably solve this problem.

"The criticism is well taken and just why the South Carolina highway department considered it necessary to go into this question in this manner will be somewhat of a mystery to many. Perhaps the South Carolina officials may change their idea, especially when it is considered that foreign Portland cement may not be nearly so good as the American product that has to be made under standard specifications of the United government."

As bearing on this subject the following letter is of interest:
Cement Information Bureau.

New York.

Editor Manufacturers Record:

The Spartanburg Herald editorial is particularly interesting because the reasoning in the editorial quoted from the Columbia State offers so many opportunities for successful attack.

The editorial asks " * * * what is the benefit of being near a seaport?"

One benefit which the hinterland derives from its seaport is that it affords easy access for importation of commodities needed but not produced by the industries upon which the prosperity and buying power of the hinterland depend. A second advantage lies in making the markets of other lands accessible for the industries of the hinterland in question. Unless that hinterland has possession of its home markets, making possible a large production, it cannot compete in foreign markets except upon terms which no good American wishes to contemplate—namely, lowering of wage scales and general standards of living of this country. And as a general proposition it will be found that American producers go into foreign markets with non-competitive commodities, since otherwise they would have to lower wage scales and standards of living here in order to compete abroad on equal terms with foreign producers.

The editorial continues "We are dependent for prosperity upon an ever increasing volume of foreign buying."

When the United States for any extended period of time buys from other nations more than it sells to other nations, its prosperity takes wings. Our decreasing trade balance, which in 1926 showed a shift of 7 per cent against us, was a warning in that direction. Further, it is obvious that unless our workmen are receiving wages which make possible sanitary homes, educated children, books, music and other comforts that the workmen of no other country can possibly afford, other nations will not find here the market for their goods which makes Uncle Sam the world's best customer.

The differential in price pleaded in favor of American products is based on this difference in standards of living, which translates itself into difference in costs of production. The suggestion that the logical extension of this principle would

apply to commerce between the states falls down entirely, since the difference in standards of living upon which it is based as to foreign commerce does not exist as between the states. As to reciprocity, if the writer of the editorial in the Columbia State wishes to apply to domestic commerce the same reasoning he uses as to foreign commerce, he might well contemplate these facts of especial interest to his own state:

In 1926 twenty-four cement mills in Southern states paid Southern manufacturers of cotton sacks in the neighborhood of \$10,000,000 for cotton sacks in which they shipped their cement.

According to the last United States Census of Manufactures for which figures are available, cotton products made in South Carolina in 1923 were valued at \$243,488,841, and the total value of all products of the state in that year was \$360,445,379. The value added to raw materials by manufacture in South Carolina cotton mills in 1923 was \$87,047,968, while the total value added by manufacture in all South Carolina factories in that year was \$139,205,535.

Thus, aside from its agricultural position, cotton is the outstanding manufacturing product of the state. All foreign cement shipped into the United States comes in jute bags. If other states and sections of this country which require cotton goods should apply to their interstate commerce the principle of reciprocity which the editorial in the Columbia State applies to foreign commerce, South Carolina's home markets for cotton goods might be seriously affected.

We are receiving numerous clippings indicating that the position taken by the MANUFACTURERS RECORD is receiving widespread editorial discussion, and, outside of South Carolina, universal support.

J. P. ANNIN, Director.

BLUE BOOK OF SOUTHERN PROGRESS CALLED A MASTERPIECE.

"THE Blue Book has arrived. It is indeed a masterpiece this year; as far as I have had an opportunity to dig into it the record appears better and more complete than ever before. My copy will indeed be my travelling companion. My heartiest congratulations to yourself and organization on this accomplishment and particularly at this time when the South needs such solid information on which to build its great future," says Col. Earl Wheeler, industrial engineer, writing from Daytona Beach, Fla.

To which, in a later letter, Colonel Wheeler adds:

"I have been home all this last week and have been using the Blue Book to great advantage. It is indeed a wonderful issue, and will help tremendously in the future problems of the South, i. e., cotton farming, the Mississippi problem and Florida's comeback."

These are typical of many letters, telegrams and editorials daily coming into this office. Thus C. O. Kuester, business manager of the Charlotte Chamber of Commerce, wires:

"Have just finished reading the Blue Book of Southern Progress, 1927. We find this book of great value. We congratulate you on this issue and express to you our appreciation."

With these sentiments Gerry Swinehart, director of publicity of the Greater Palm Beach Chamber of Commerce, is evidently in full accord, for he says:

"Not only is the Blue Book this year more comprehensive, more attractive and more valuable than ever before, but it tells in addition a more vital story. You are to be commended most highly, and the Blue Book is to be recommended most highly to all those who would know of our great South.

"We congratulate you!"

The enthusiastic tenor of the press is well epitomized in the first paragraph of an editorial from the Tampa Morning Tribune, as follows:

"The appearance of the 'Blue Book of Southern Progress' issued by the MANUFACTURERS RECORD is regarded as an annual event in the commercial and industrial history of the South, because it furnishes the most complete and accurate epitome of what the South is doing in material lines that comes from any press. This is a compendium of nearly everything worth knowing about Southern industry and progress."

WORLD FINANCIAL MOVEMENTS AND TARIFF QUESTIONS.

ONE of the leading publicists of the country in a personal letter to the MANUFACTURERS RECORD, discussing some of the great financial questions which confront this country and the world, closes with the following paragraph:

"I wish I knew exactly what these financiers and others are trying to do. There are two very distinct movements. One of them is in relation to the control of credit, which is represented by this New York meeting, and the other is the general attack on tariffs, which seems to be camouflaged at present as a mere attack on European trade barriers. It would appear as if decisions to be made this summer are going to have a tremendous influence on all human affairs for some time to come. Far be it from me to question the wisdom of these matters, for certainly the men having control are sincere and are trying to do what is best for all concerned; but, I cannot help feeling a little apprehensive over having our domestic finance so inextricably tangled with that of the rest of the world that our independence of action is likely to be lost."

A Southern man of affairs, conservative and far-reaching in his studies of financial matters, writes:

"I thank you for your very interesting favor of the 29th ultimo, and for the invitation to express for publication my views on the present currency and credit situation, which I regret I cannot accept.

"I am sorry to say that I incline to the view that effort to avoid undesirable results in this case will likely be wasted. Those who should know better and who have the power to choose the principles that govern seem wedded inseparably to the gold fetish.

"That any material substance can be made an invariable standard of value is a false assumption and such a standard must therefore always leave much to be desired. When, too, this material substance is made the governing factor in banking and currency credit operations, things become worse confounded. Under such conditions, the whole thing becomes arbitrary—no principle, no rule to govern it; hence, if human nature runs true to form, the policies will be motivated by selfishness.

"If, as your correspondent supposes, the gradual appreciation of gold and the inevitable decline of everything else are to take place, the major result will be the introduction of a constantly lowering price level. This policy in its principal effect will be a grinding down of the debtor class for the benefit of the creditor class. If the process continues, a new Dark Age must eventually come. In plain language, it is a bald-faced scheme of robbery, beside which the acts of the ordinary hold-up man appear peccadillos. I do not say this in passion. I only try to convey an idea of the abhorrence I feel for a policy so fraught with disastrous consequences. The masses of the world, ignorant of the matter, like sheep are being led to the slaughter.

"The problem will, no doubt, through evolution and perhaps revolution, work itself out in the centuries to come, but for the present it seems a hopeless case."

The writers of the foregoing letters are serious minded men; they are in no way whatever among that class usually counted as theorists by the sound money men of the country. They realize that great financial movements are under way and that the gold standard is being fixed upon the whole world by the power of international banking. The first one thinks that these great bankers are entirely honest in the efforts which they are making to benefit the business interests of the world, but at the same time he is wondering just what is going to happen. Many economists studying the same problem are fearful, like the writer of the second letter, that this financial movement now under way means a gradual reduction in the price of all things produced in fac-

tory and on the farm, or, in other words, a strengthening of the value and power of finance and securities as against the output of human and machine labor. Certainly, the situation is one which every thoughtful man must study in order that he may be in as close touch as possible with the long reach movements as to prices.

The MANUFACTURERS RECORD presents these extracts from personal letters merely for the purpose of causing at least some of our readers to give closer study to the world problems which endanger our protective tariff; for, most of these international bankers are advocates of reducing or wiping out our tariff barriers—and to the study of world finance without being obsessed with the thought that no one but bankers can ever know anything about finance. Sometimes, bankers are not the wisest judges of what is best for the largest number of people.

NEW USES FOR COTTON.

SINCE the dawn of history cotton has been used for making cloth, and for half a century it has furnished food for mankind. Cotton, in recent years, by the magic touch of the chemist has become the basis of many other products which in no wise are recognizable as being in the slightest connected with the cotton plant. Cotton is now made into luxuries, and into explosives, and is used in the manufacture of mechanical equipment. Attempts have been made to utilize the cotton plant itself in the making of paper.

Announcement has been made by the Westinghouse interests that airplane propellers are now being manufactured from ordinary cotton canvas, compressed into a material known as Micarta, which is another indication of the growing uses to which it is put today. The propeller blades of this material are said to be moisture-proof, non-corrosive and of metallic strength and are reported to have been accepted by the Army and Navy as standard equipment and are to be used by the Government on its training planes. This new cotton product is likewise used for the manufacture of pulleys and other mechanical parts required in the construction of airplanes, because of its water-resisting nature.

At the spring meeting of the cotton industry the Cotton Textile Institute, with Walker D. Hines as president, was discussed broadly, and great hopes were expressed for the results of its activity in broadening the uses of cotton, which it will endeavor to do through study and research work. As much progress has been made in recent years in creating new uses for cotton, with the Cotton Textile Institute now functioning, its organization should mark the beginning of almost as great expansion as that which resulted from an era of development of the cottonseed-oil industry.

Some 50 years ago cottonseed was considered a waste product and the lint was used solely for cloth-making purposes. The great piles of seed left after the lint was ginned from them were a nuisance, although the farmers gradually learned their value as a fertilizer when spread over the land, left to rot and then plowed under. Today the cottonseed-oil industry annually produces about \$250,000,000 of crude materials furnishing food for man and beast, and the raw material for explosives and other products undreamed of less than a generation ago. Cottonseed oil has long been a factor in the world's supply of fats and in recent years the meal from the seed has been made into a most nourishing flour for human consumption. A mill in Texas has built up a large business in this product.

Not so long ago a writer pointed out that cotton now masquerades as velvet, brocade, fleece-lined all-wool underwear, glossy mercerized stuffs, wool hats, artificial silk, silk stockings, gloves and underwear, cigarette holders, linen sheets, celluloid collars, etc. Cotton linters, a product of the cotton-

seed-oil industry, form the raw material for the making of photographic supplies, moving-picture films, floor coverings, imitation leather goods, toilet articles and explosives. It is said that, in combination with certain chemicals, cotton and sour milk produce a non-burnable cigarette holder; mix cotton with something else and it produces celluloid, which is highly inflammable, and mix cotton with nitric acid and a highly explosive product is the result. Cotton is now used in some form by all of us from the cradle to the grave. It has been said that over 30 pounds of cotton is used in the building of a Ford automobile, products of the fiber itself and materials utilizing cotton by-products as a base.

Cottonseed oil not only furnishes a large supply of the world's vegetable fat, but it is often sold for olive oil. Many a bottle of supposed imported olive oil comes to the table from the cotton fields of the South. Cottonseed oil makes a wholesome salad oil and a cooking fat said to be better than hog lard.

The South's cotton industry furnishes food and raiment and the chemist is constantly developing new products which contain a cotton base or ingredient.

UNSCIENTIFIC FREIGHT RATES.

UNDER the above heading, the Reporter Star of Orlando, Fla., has the following charges against railroad freight rates:

"The most unscientific figures in modern business are furnished by railroad freight tariff rates. Like the old democratic doctrine, it is a tariff for revenue only and has no regard for scientific justification.

"Men who make freight tariffs are not ignorant men by any means. Indeed, they are shrewd men well acquainted with political and economic situations. They are so shrewd that they can produce figures that will make the apparent seem real.

"It does not require a philosopher or a mathematician to figure the injustice of a schedule of freight rates so discriminating that they stand out like a wart on a man's nose.

"When it costs nearly twice as much to bring a carload of furniture from Jacksonville to Orlando as it does to bring the same car from High Point, N. C.; when it costs more to bring a carload of paving brick from Jacksonville to Orlando than from either Ohio or Illinois to Jacksonville it is pretty clear that figures are based on false reasoning, especially when it is shown that the same railroad company will haul the same car of brick through Orlando to Tampa, a hundred miles farther, for less money than it hauls it to Orlando. This condition of affairs has made the taxpayers of Orange county pay at least a half-million dollars extra for paving brick.

"The why of this is painted in water colors. Where railroads have to compete with water shipping they make low rates; to make up for the lower rates occasioned by water competition, a higher rate is fixed on inland points. And this is the science in railroad rate making that our great and equitable Interstate Railroad Commission tolerates and the public has to submit to. This discrimination against inland cities is made the practice all over the United States and the people are more helpless than if there were no Interstate Railroad Commission, for approval by the latter gives at least color of justification to this unjust condition.

"Shippers of oranges say that the long-haul freight gouge has been so scientifically worked that it is now possible for a California shipper to send his product after it reaches Denver, Col., clear across the country to Key West, Fla., at less cost than a carload of Central Florida oranges can be sent to Key West for. These are but a few examples of American scientific freight schedules."

We will be glad to have any reply railroad officials can make as to the accuracy or inaccuracies of these charges. If the freight rates are as stated by the Reporter Star, then railroad officials owe it to themselves and the future of their roads to readjust such rates.

CITY PLANNING AND FACTORY GROUND BEAUTIFICATION NECESSITIES OF THE DAY.

A MERICAN people have been so busy building towns and cities and creating business activities that they have sometimes forgotten the importance of doing those things which make for the beautification of towns and cities. City planning was long regarded as of comparatively little importance, and cities grew in a haphazard way, spoiling all possibility of beauty at some points, and really retarding their development in other respects by lack of proper planning.

With increasing wealth and cultural development there is coming a more general appreciation of the fact that in town and city life and progress beauty is an asset of great value. Here and there communities are realizing the importance of adequate city planning looking to the growth of the future. However, there is room for much greater study of city planning on the part of towns and cities, and even country villages might sometimes to advantage secure the benefit of the experience and teaching of city-planning experts.

With a view to arousing among the high-school students an interest in city beautification, Tulsa, Okla., some years ago established a plan of having the students in the high schools write essays on the architectural appearance of different buildings in the town, business houses and dwellings alike. These students were required to study the architectural effect of buildings which had been erected, and those which were in process of erection, and write their views as to whether these structures were an actual addition to the town or whether they lessened its attractiveness. They were also required to visit many of the stores and write essays upon whether these stores were attractively planned and the goods attractively presented, and to suggest improvements which might be made for the sake of beauty. Thus in a study of this kind these high-school boys and girls would necessarily develop a keener sense of beauty.

While as a nation we are becoming mechanized and rapidly becoming more and more a nation of mechanics by reason of the development of the automobile, it is important that we should think more about the beauty of our streets, our buildings, our parks and school grounds and our highways. The steady improvement of all these things could be made to add immensely to the love of the beautiful and ennoble all coming generations with a keener sense of the things which are fine in architecture, in streets and in highways.

City planning is becoming an art of the highest importance. The men who are engaged in this work are doing something for the betterment of mankind far more significant than is generally realized. With the South's advantages for the rapid growth of flowers and shrubbery and trees, and all other natural advantages, it is pre-eminently desirable that every town and city and every growing village should make a special effort to develop an intelligent city-planning campaign, and in doing so to stimulate the love of the beautiful with a realization of the fact that beauty not only ennoble the mind and the heart, but is a material asset of tremendous value in the building of towns and cities into prosperous communities.

A number of great chemists who visited the South some time ago commented on the ugliness of the surroundings of many manufacturing enterprises which they saw in this section; and how true this is. While many cotton mills and some other industries have given much attention to improving the properties in the vicinity of their plants and to beautifying the grounds with flowers and shrubbery, many others utterly ignore these things and leave their surroundings uninviting in the extreme. They apparently feel that a little money spent on cleaning up the grounds and beautifying them is money wasted. Some seem to think the working people would not fully appreciate better surroundings and, therefore,

they look only at the money to be saved, without realizing that money expended for such work would add to the comfort and happiness and efficiency of the working people.

An old story which we have told before was heard by the writer some years ago in a Massachusetts town where about 1500 foreigners were employed in one big plant. It is worth repeating. The owners of the plant built a beautiful library and furnished it with excellent taste. Fine mahogany tables were placed in the library, where the men gathered in the evening for reading or card playing. One day one of the men was discovered scratching the top of a mahogany table with his ring. He was chided for doing so by another man sitting at the table, but he replied: "Well, these tables are too fine for us, anyway." And the first man said, in return: "Then live up to the tables." And the spirit of "living up to the tables" gradually permeated the whole plant; the men became more efficient workmen and learned to enjoy, without abuse, the pleasures and privileges of the library and its beautiful furniture.

There is a lesson in this for every manufacturing plant in the country. Every factory should beautify its grounds, just as every town and city should carry out a beautification plan; and all of these activities would add greatly to the love of the beautiful and to the betterment of plants and towns and cities and people alike. The squalid poverty, accumulated trash and tumble-down huts which one sees in places on the trains between Baltimore and New York show that the East needs such beautification work around plants even more perhaps than the South.

TWO SIDES TO THE ST. LAWRENCE WATERWAY PROJECT.

PHILIP W. HENRY, a well-known engineer of New York, in a recent letter in which he touched on the proposed St. Lawrence Waterway writes:

"I have just returned from a three-day trip to Montreal and Toronto, and although my business had nothing whatever to do with the waterway, I got the impression that it will be a long while before the Canadian Government will lend its assistance to the construction of this canal, on account of the opposition of Montreal in particular and the eastern part of Canada in general. Montreal now advertises itself as the largest grain shipping port in the world, which distinction it would lose if the canal were built, inasmuch as the Lake vessels would go loaded direct to Europe instead of transferring cargoes at Montreal. In other words, Montreal is opposed to the canal for the same reason as New York city."

In a subsequent letter Mr. Henry said:

"New York State particularly is opposed to the building of the St. Lawrence Canal, but the Western States may be sufficiently strong to overcome this opposition. In the same way the western provinces of Canada may be able to overcome the opposition of Montreal and the eastern part of Canada in the construction of this waterway."

To the statement that the Western States are in favor of this waterway may be added—and the fact was recently published by this paper—that New England states are likewise very strongly in favor of this waterway and claim that it will help to provide them with an immense amount of hydro-electric power.

GOVERNOR MARTINEAU'S VIEWS.

HON. JOHN E. MARTINEAU, Governor of Arkansas, in a letter to the MANUFACTURERS RECORD says:

"The vigorous and sympathetic manner in which you have espoused the cause of those who have suffered from the disastrous floods is profoundly appreciated by our citizens. A great deal of the credit for whatever is accomplished in the way of inducing the Federal Government to recognize its obligations in the premises will be due to your efforts."

FARM PROSPERITY BY CO-OPERATION.

SOME of the reasons for the prosperity of Danish farmers are discussed by Frank O. Lowden in an interesting article contributed to the summer issue of the Agricultural Bulletin published by the Agricultural Department of the Georgia Railroad.

Mr. Lowden recalls the fact that 140 years ago, or, as he says, "about the time our Constitutional convention was in session in Philadelphia, those who tilled the land (in Denmark) were largely serfs. In that year, 1788, serfdom was abolished. The majority of the farmers of Denmark today are descendants of those serfs. And yet they have reached a higher degree of economic independence and are better educated as a whole than any other farmers in the world." This is in spite of a lack of natural advantages. "The soil in Denmark, as compared with our own, is very ordinary indeed," Mr. Lowden says.

In 1864 Denmark lost her most fertile land—that of Schleswig and Holstein—to Germany. At the same time, she lost her best market through high tariffs and embargoes. In desperation, the farmers of Denmark sought relief. That they have found it, is a well known fact. Mr. Lowden describes their methods—and it is a conspicuous fact that he makes no mention of government aid, either through great waterpowers dedicated to the farmers' uses for cheap fertilizers, or through other, similarly paternalistic, impractical schemes. The Danish farmers helped themselves, and they did it by a method that our American farmers, allowing for certain conspicuous exceptions, have stubbornly refused to accept. They did it, Mr. Lowden points out, by co-operation.

For example: "Before the establishment of the cooperatives, farmers generally received for their butter 25 per cent less than the price obtained by the owners of the large estates. It was not long after the establishment of the first cooperative, however, until the butter made by the cooperatives brought even a better price than the large estates received. In other words, the cooperatives cancelled this difference of 25 per cent and added something besides."

An inspection of one of the cooperative creameries revealed to Mr. Lowden the reason for the increase in the price of butter. "They had improved its quality," he said. "They have modern plants. They have efficient and expert management, and they make it to the interest of the farmers to produce clean, wholesome milk."

An interesting discovery made by Mr. Lowden is the Danish method of price fixing. "There is a committee of the producers and another of the merchants, who are appointed to determine a fair price for butter during the ensuing week. This is known as the Copenhagen Quotation. While the fair price is determined on the joint action of the producers and the merchants, it was difficult in practice to maintain this price until the federated export association was formed. Since then, however, the price thus determined upon has been maintained."

Contrast with this our own method, as described by the author. In this country, he says, "no one consults the producer about his idea as to price. Take the very item of butter which we have been discussing. A number of men in New York, as I am informed, meet daily and issue a proclamation which fixes the price of butter for the day. This is telegraphed all over the United States. Since the price of butter largely determines the price of other dairy products, the action of these men in New York practically determines what dairy farmers all over the United States shall receive for their products."

A few farm cooperatives have succeeded in this country. Hundreds of them have failed. Why? Why is it that our American farmers, glorified in fiction and fable as the back-

bone of the Nation, cannot work together with sufficient intelligence to do for themselves what the Danish farmers, with far less natural advantages, and far less help from outside their ranks, have done? Able men without number have pleaded with them, reasoned with them, offered to prove to them—in a few instances have proved to them—the value of co-operation. In that brief article of Mr. Lowden's is packed enough wisdom, if properly taken to heart, to revolutionize all American farming. Slowly, painfully slowly, the American farmer is being won over to cooperative effort. Like one among thousands of similar grains of sand borne along by the current of the public press, this article of Mr. Lowden's will make its infinitesimal impression on the rock-walled channels of the farmer's thought.

INCREASING USES FOR COTTON BAGGING.

THE L. H. Gilmer Company, Shreveport, La., referring to a recent article in the MANUFACTURERS RECORD as to the operations of that company in favor of cotton bagging, wrote us:

"We were, indeed, pleased to know that your fine publication recognized the value of our step in behalf of that great number interested in the cotton industry. I take pleasure in adding that since that article appeared our inquiries and orders have greatly increased."

The cement interests of the country, the MANUFACTURERS RECORD is officially informed, spend \$10,000,000 a year for cotton bagging. Other industries are steadily increasing their use of cotton for bagging, and ere many years have passed it is probable that the cotton crop itself will be almost exclusively covered with cotton covering.

GROWING RECOGNITION OF SOUTHERN MEN IN NATIONAL BUSINESS ORGANIZATIONS.

WILLIAM B. BAKER, president of the Atlantic Ice and Coal Company, Atlanta, and Chairman of the Board of the Georgia Manufacturers' Association, has been appointed a member of the Platform of American Industry Committee of the National Association of Manufacturers. This appointment of Mr. Baker indicates the growing tendency of the national organizations to recognize the South, and to listen to Southern problems from outstanding spokesmen.

The Chamber of Commerce of the United States, at its annual meeting held recently, added Wm. Candler of Atlanta to its board of directors in an effort to tie in closer with Southern affairs. The National Association of Manufacturers also added Col. Sam Tate of Tate, Georgia, to its board at the last annual meeting, and also created a committee to study the matter of State and National associations, and to recommend the worthwhile associations to industry generally. Thomas M. Brumby, president of the Georgia Manufacturers' Association, is the representative of the Southeastern Section in this Committee, which has held several meetings preparatory to a partial report to be made to the annual convention of the national association, which will be held in Chattanooga, October 25-27, 1927.

War Department Renews Leases to Alabama Power Company.

Acting Secretary of War Davison has renewed the lease to the Alabama Power Company for a period of one year of the sub-station at Waco Quarry, Ala.

At the same time the War Department ratified the renewal of the lease to the Alabama Power Company of the Government-owned electric railway at the Waco Quarry plant for a period of one year.

A Business Man's View of What Is Needed for Flood Regions.

Liberty Development Corporation.

Liberty, Mo., July 26.

Editor Manufacturers Record:

The situation of Southern relief and reconstruction of the Mississippi River levees and drainage has now drifted into a definite situation. The presentation of the question by Secretary Hoover is straightforward and manly, but in my opinion recommendations that are being made are wholly inadequate, both as to present relief and future construction. I do not believe that less than \$1,000,000,000 should be appropriated, and that in installments to be paid immediately as fast as the work of reconstruction could be done; but an appropriation made for immediate relief should be not less than \$200,000,000. In either of these cases there could be no waste of money. If it wasn't used now, it could lie in the treasury; if it was used, the appropriation would not have to be made from year to year, as you remarked, giving with dribbles.

The trouble now is a political situation. There is a recommendation from Senator Walsh of Montana that the first thing the Democrats do is pass a resolution condemning the election of Mr. Coolidge. That started a political fight. If the Southern representatives would forget politics long enough to join in getting the appropriation, there is nothing that would stop it. As it will require from year to year and from time to time, even with a Democratic majority in both houses, the co-operation of the Republicans, what can they gain, politically or financially, by these actions, except to antagonize the very men whose vote we need? The fact is there should be unanimous support of the Southern representatives to close up as much money as is possible by appropriations now.

I see that Senator Harrison is coming in with an enormous tax reduction plan. If a billion dollars is needed, why not let the taxes go on for a year or two until that billion dollars is on hand or such portion of it as is needed? I want to see the South in a position to carry on its magnificent work of building up as in the last 20 years. It is a marvelous thing the way the South has grown and you have had no small part in bringing about this result. The figures you publish from time to time have been a source of astonishment to the whole country. I hope I shall live another 10 years to see another wonderful period of Southern development.

WILLARD E. WINNER, Manager.

Big Increase in Milk Production.

The quantity of whole milk produced in the United States last year increased four billion pounds over 1925, according to estimates by the United States Department of Agriculture. Most of the increase was consumed as fluid milk in households, and used in the manufacture of butter and ice cream. The quantity used in 1926 was 120,766,487,000 pounds, the quantity used in the manufacturing of creamery butter was 30,487,086,000 pounds of milk; in condensed and evaporated milk, 4,333,760,000 pounds, and in ice cream 4,464,144,000 pounds.

The quantity of milk used for household purposes is estimated at 56,417,000,000 pounds, compared with 54,325,776,000 pounds in 1925, the increase being due to the city population, the per capita consumption being 55.3 gallons, as compared with 54.75 gallons in 1925.

Approximately 47 per cent of the total quantity of whole milk used last year was consumed as milk for household purposes; 25 per cent was manufactured into creamery butter; 11 per cent into farm butter, and smaller percentages for the other products named.

To Save the Mississippi Valley We Must Save the Tributaries.

By RICHARD WOODS EDMONDS.

It is only fair that I acknowledge my indebtedness to the Mississippi River Commission, the U. S. Army Engineer Corps, the U. S. Geological Survey, local flood control organizations, numerous state engineer and geological departments and many power companies for their wholehearted cooperation in the preparation of this article. Not only have I had the benefit of the published data of the Government departments, but many power companies have given me free access to their surveys of rivers on which they contemplate developments and on which surveys have never been made by the government. Further, I have had the most wholehearted cooperation in checking the soundness of my conclusion. For all of it I wish to express my sincere appreciation. I am indebted to the Jones and Laughlin Steel Corporation for the photographs in this article.—R. W. E.

Most of the discussion of flood prevention on the Mississippi overlooks one of the most important factors in the situation. Plans for preventing damage along the course of the Mississippi River below Cairo by levees and spillways, even should they be successful, would be far from complete, because hundreds of millions in damage are done by these flood waters on the tributaries of their origin, frequently several hundreds of miles from the Mississippi River, and no flood-control program will be complete that ignores this fact.

Thus the flood losses along the Ohio River alone in the one

year of 1907 are said to have reached \$100,000,000.* In 1913 a single insignificant tributary of the Ohio—the Miami River—flooded the city of Dayton, Ohio, and in three days took a toll of 400 lives and \$100,000,000 in destruction of property.

In the West the tributaries of the Arkansas, gathering their waters from Kansas, Colorado, New Mexico and North Texas, enter Oklahoma as swift, torrential rivers with steep gradients and great capacity for damage. Converging as

*Report of Flood Commission of Pittsburgh, par. f. p. 13.



Photograph from Wide World Photos.

THE GREAT FAN-SHAPED BASIN OF THE MISSISSIPPI RIVER, EMBRACING 1,200,000 SQUARE MILES.



Copyright by Altwater & Brother, Pittsburgh.

"THE GOLDEN TRIANGLE," PITTSBURGH, LYING AT THE CONFLUENCE OF THE ALLEGHENY AND THE MONONGAHELA.

The two bridges which converge on the point mark the mouths of the two rivers. As their waters join they drop their former names and become the Ohio, which flows west 1000 miles to join the Mississippi. These three rivers are important branches of a great inland waterway system running for thousands of miles through the heart of the nation.

they traverse Oklahoma, "they are roaring, rumbling torrents, sweeping the valleys, cutting the banks, moving the bed, destroying every structure which they can reach. The tail of a flood overtakes the head of a flood, the flood lens constantly shortens and increases in convexity as it approaches the flatter beds."^{*}

Having swept everything before them in Oklahoma, these foreshortened, towering flood crests cross the line into Arkansas, and, throughout their course of over 300 miles across that State, devastate the broad, fertile valleys through which they pour in their journey to the Mississippi.

The Missouri River enters North Dakota, 1500 miles from the Mississippi, with a discharge of from 6000 to 160,000 cubic feet per second. Its floods and those of its tributaries are costly in Montana, Wyoming, North and South Dakota, as well as all down the length of their course to join those of the Mississippi. About midway of its length in North Dakota the Missouri passes within 38 miles of the source of the Cheyenne River, which sends its waters by way of the Red River of the North into Hudson Bay. The Cheyenne, flowing east, then south and finally north in Central and Eastern North Dakota, serves numerous communities that depend upon it to carry off their sewage. During the summer its course dries up to such an extent that the river becomes a series of cesspools, obnoxious and dangerous. The engineer of North Dakota believes that by a diversion tunnel and canal with a combined length of about 38 miles it will be feasible to divert a part of the river's floods at that point, pour them into Devil's Lake, an immense natural reservoir in the basin of the Cheyenne, store them there and draw them off during the dry season to maintain the lake level and the discharge of the Cheyenne, whence they would flow, not to the Gulf of Mexico, but to Hudson Bay. The people of Eastern North Dakota are in need of those waters; to the people along the 1200 miles or more of the Missouri and the 1000 miles or more of the Mississippi it would be worth much to get rid of them. This project is typical of many others being earnestly advocated by localities far from the Mississippi River, in that it appears worth a careful examination.

^{*}E. E. Blake, chairman Interstate Commission for the Control of the Arkansas and Red Rivers, before A. E. E., Tulsa, Okla., June 7, 1927.

Many of them which are not worth while for the local benefit alone or for the good of the Mississippi Valley alone may prove to be well worth their cost when both aspects are considered.

It is evident, therefore, that regardless of whether levees can ever be made to hold in safety the floods of the Mississippi, the "levees only" policy completely ignores tremendous losses of life and property on thousands of miles of the Mississippi's tributaries. While the damage on the lower river must be prevented, it probably can never be done by levees only. In coping with the Mississippi problem, we cannot help the distressed people of that river and at the same time turn our backs on those along the tributaries. We must face the fact that the valleys of the tributaries are sorely in need of flood protection; and that the people living along those tributaries are as well entitled to protection as those along the Mississippi.

Levees we must have—the largest and strongest feasible. Spillways we may have. Reforestation and terracing are being adopted here and there as economical methods of timber production and farming, independently of flood control, and may be stimulated as auxiliary flood-control measures wherever individual farmers and timbermen can be convinced of their value to them. *But as a means to prevent flood damage on the tributaries, and to reduce flood crests on the Mississippi to a height that levees and other works can carry without danger, there is no substitute for reservoirs.*

But we are not talking now about protection along the Mississippi; we are talking about protection of the tributaries. For the present let us stick to that.

All streams are amenable to flood control by reservoirs to a greater or less degree. The topography of the land through which the stream flows, the density of industrial or agricultural development in the flood plain of the stream, and the rainfall of its drainage plain, are the determining factors. Two streams in the Southeast, while not tributaries of the Mississippi, nevertheless serve, by the degree to which they are now controlled, to illustrate the extreme perfection of such regulation. In South Carolina and Northeast Georgia the Georgia Power Company has built four dams and power plants on the Tallulah River. Formerly the discharge of that little river varied from 100 to 8000 cubic feet per second.

The four dams have regulated it to a steady 600 cubic feet per second.

In Alabama the Alabama Power Company has built a large dam on the Tallapoosa River. The reservoir floods 40,000 acres, and the discharges, which formerly varied from 150 to 150,000 cubic feet per second, will be so regulated as to reduce floods, on an average 75 per cent.

The works on these two rivers were not built to prevent flood damage. *They were built solely to secure the benefits*

alone, or for power and navigation. These streams fall into what we might call, for purposes of this discussion, "Class I; Rivers That Will Pay Their Control Costs."

The Ohio River is by far the greatest flood offender of the entire Mississippi system, its maximum discharge having reached 1,500,000 cubic feet per second, as compared with 600,000 cubic feet per second for the Missouri, the second largest of the system (unless its record has been exceeded by the Arkansas in this year's flood, as has been said). Some



TOWBOAT "ALIOUIPPA" OF JONES AND LAUGHLIN DOWN-RIVER SERVICE, TRANSFERRING 5000 TONS OF STEEL PIPE TO RAILROAD CARS AT ST. LOUIS.

of hydro-electric power. They are excellent examples of the indirect but very great service that public utilities may perform for a large part of the Mississippi system in the routine of power development.

There are many tributaries of the Mississippi—some large, some small—whose discharge can be controlled either completely or to an important degree, by works built for power

of its tributaries are known to fall in Class I. Of these, the largest is the Tennessee. On that river the discharges of record vary from 3500 to 450,000 cubic feet per second, and average 63,000.

It is estimated that 32 reservoirs already surveyed by the Army engineers and recommended for development by power companies would have a storage capacity of 11,242,000 acre-



BUSY SCENE AT ONE OF THE MUNICIPAL RIVER AND RAIL TERMINALS, MEMPHIS.

feet, with a "draw-down" or flood storage of 4,990,000 acre-feet (an acre-foot is the amount of water necessary to cover one acre one foot deep, or 43,560 cubic feet). This contemplates power installation at all 32 dams. The East Tennessee Development Company estimates that 11 dams it proposes to build will so regulate the discharge of the river at Muscle Shoals as to increase the primary power of Muscle Shoals dams 2 and 3 from 116,000 to 255,000 horsepower, besides generating 325,000 primary horsepower at the 11 dams it contemplates building. This means a total of 580,000 horse-

to retard enough of the peak floods to prevent flood damage along the river 8 out of every 10 years; and that, if 4 dams in all, rather than the 3 recommended by the Army engineers, be built, the other 2 on South Fork and Rockcastle Creek, protection from flood damage would be complete. Certain other dams at selected sites, built to maintain high-primary power, would increase control of discharge, and by thus regulating river flow, greatly aid navigation.

Not all of the tributaries of the Ohio are susceptible of such a high degree of control as the Tennessee and the Cum-



STEEL FROM PITTSBURGH BEING TRANSFERRED AT ST. LOUIS TO RAILROAD CARS FOR RESHIPMENT TO THE WEST AND NORTHWEST.

berland, but these two serve to illustrate the fact that some rivers which habitually flood their own valleys and then contribute to the floods of the Mississippi are capable of paying in full all expenses of controlling their discharges sufficiently to render them harmless. This brings us to the rivers that I will group under Class II; Those Rivers Which Demand to Be Controlled for the Sake of Their Own Valleys, But Which Cannot Be Controlled by Private Industry.

Two first-class examples of Class II are furnished by tributaries of the Ohio River; the Allegheny and Monongahela, converging at Pittsburgh, and the Miami River in Ohio. The Ohio River has its source in the confluence of the Allegheny and Monongahela rivers. The lowland lying between and along the banks of these rivers is covered with manufacturing plants, railroad tracks and yards, and a part of the business district of the city.

The Pittsburgh Flood Commission states in its report of 1912 that the city has suffered \$17,000,000 in damages from floods in these two rivers, and that land then assessed at \$160,000,000 would be worth \$50,000,000 more if the flood menace could be lifted. Surveys by the Flood Commission resulted in the formulation of a plan calling for a maximum of 43 reservoirs with flood storage capacity of 1,848,000 acre-feet. This storage, the commission estimates, would have reduced the record-breaking 1907 flood to harmless proportions. In addition, it would release flood waters in these two important highways of water-borne commerce—the Allegheny and Monongahela—throughout the low-water season,

Furthermore, these 11 dams, together with the other 21, would send down a volume of water during the dry seasons that would insure a nine-foot navigable depth in the bottleneck of the river, Paducah to Riverton, where the Government has left the controlling low-water depth at 3½ feet; thereby, in connection with the locks and dams in other sections of the river, insuring an unbroken 9-foot channel from Knoxville, in East Tennessee, to the 9-foot channel of the Ohio and Mississippi.

The Cumberland River is another important tributary of the Ohio. Its discharge at the mouth varies from 1000 second-feet to 160,000 second-feet, and averages 26,000 second-feet. United States Army engineers recommend construction of three navigation locks and dams in the navigable portion, and three power dams, to be built by private capital, on the upper reaches.

It is believed that, if consideration of flood control is combined with maximum secondary power equipment, on two of these three power dams—Wolf Creek and Cumberland Falls—these dams with their 185 square miles of lakes will be able

thereby greatly aiding navigation. Power developments by private capital, some now under way, some already completed, will generate very large quantities of hydro-electric power, and relieve Government of much costly work, thus going far to group these rivers in Class I rather than Class II, as I am listing them.

The Miami River in Ohio is a little river about 163 miles long, but in 1913 it went on a rampage and in three days it took a toll of 400 lives and \$100,000,000 in property. The deluged area pulled itself together, taxed itself and built five dams, all with fixed openings in the base. Since their construction the waters of two floods have piled up behind them. Only the predetermined discharge, passing through the openings in the base of the dams, has gone down the river, and that has been harmless. By means of gates in the openings the water can be held behind the dams at will. This whole protection system cost \$34,000,000, or about one-third the money-cost of a single flood. Such dams are useless except for storage, but are the most effective type for that purpose. It is a safe guess that on many streams such dams, built by the Government for flood control, would aid not only the reduction of flood control but navigation and power as well. On some streams, such as the Wisconsin and Chippewa, power companies have actually built such systems of reservoirs to increase their primary power by regulating flow; on others, where the benefits would not justify the whole expense, power companies would gladly bear a reasonable part of the cost of such dams.

According to Circular No. 143, published by the Forest Service, there are 17 projects on the Kanawha River which would flood 109,100 acres and provide 6,430,000 acre-feet of gross storage; or with the upper 10 feet of reservoirs used for flood storage, 1,091,000 acre-feet. The circular states that if the above storage were used solely for maintaining navigation on the Kanawha, without reference to power or flood control, the Government money would be better spent than that invested in the then existing locks in the navigable

ical in value. Such storage would materially lower the floods of the Ohio and reduce flood damages along its course, besides greatly improving slack water navigation and increasing primary power. Furthermore, the known storage capacity on these tributaries of the Ohio is excellent ground for the conjecture that considerable storage capacity will be found on a number of the many remaining small rivers and creeks that empty into the Ohio. In Kentucky alone there are the Big Sandy, Licking, Kentucky, Salt, Green and Trade-water rivers, all of which probably belong in Class I. From West Virginia come numerous creeks. From Ohio come the Muskingum and Scioto, besides the Miami. The Wabash forms the boundary between Indiana and Illinois. As an object of flood control, it is the least promising of the list.

At present all that can be said with certainty of these rivers is that they offer a rich field for surveys looking to large developments in hydro-electric power, improvement of navigation and complete flood protection throughout the Ohio River basin.

Under Class II comes also the Arkansas River system. Prior to this year's flood, which is said to have poured 800,000 second-feet past Little Rock, the greatest recorded discharge of the Arkansas* occurred in 1898, when for a brief period it reached 676,000 cubic feet per second. But a greater task would have been imposed on a reservoir system by the flood of 1916, for while the maximum discharge was only 458,255 cubic feet per second, the flood was of much longer duration, lasting from 10 to 14 days, and contributing 31 per cent of that year's flood of the Mississippi.

For the last 19 years the Arkansas has done damage averaging approximately \$11,000,000 annually in Colorado, Oklahoma and Kansas. In the State of Arkansas Mr. Blake says he has no figures on which to base an estimate, but it has been enormous, and he believes has been at least as great as that in the other three States combined. With a record, therefore, of about \$400,000,000 damages in this period, the States concerned organized the Interstate Commission, of



FOUR BIG TOWS OF COAL WAITING THEIR TURN AT A LOCK CHAMBER OF THE OHIO RIVER.

portion of the river. On this river power generation and improvement of navigation would go hand in hand with flood control. This river, then, would probably fall in Class I, though power surveys have not been completed on it as on the Tennessee and Cumberland.

Development of these specific projects would give a flood storage of 10,000,000 to 13,000,000 acre-feet, fully 90 per cent of which is justified for the sake of power, navigation or flood control on the Ohio and its tributaries, without regard to the Mississippi. The remaining 10 per cent is problemat-

ical which Mr. Blake is chairman, and have surveyed and mapped the most complete and comprehensive plan existing in the United States today for the prevention of flood damage on any large river system. As a result of that survey the com-

*For all of my data on the Arkansas and Red Rivers I am indebted to E. E. Blake, chairman of the Interstate Commission for Control of the Arkansas and Red Rivers. In the years during which Mr. Blake has held this office he has directed an exhaustive survey of the entire basins of the two rivers, and his estimates are based upon those surveys and upon stream-flow measurements furnished by the Government engineers.

mission's engineers estimate with a high degree of confidence that by building the reservoirs their plans call for they can reduce the crest of a short, flash flood at Little Rock 400,000 cubic feet per second, and of a long flood, 200,000 cubic feet per second.

"Our engineers worked out each projected reservoir individually for the control of any storm which might fall above it, and distributed the reservoirs so that no storm could escape it, and this was carried down to the east line of Oklahoma, according to maximum recorded run off per square mile."

The Interstate Commission listed, surveyed and calculated the cost on over 300 possible reservoirs, of which about 100

margin; in such floods as the last, it is believed by from 5 to 6 feet in elevation.

"Taking the 1927 flood in the Arkansas, which came out of Southeastern Kansas and Northeastern Oklahoma, the storage capacity for that area projected by the Interstate Commission * * * leads to the conclusion that it would have held nearly all the water that passed Fort Smith, and there would have been no Arkansas flood in 1927," states Mr. Blake.

From the foregoing it is evident, I believe, that:

1. The valleys of the tributaries of the Mississippi are sorely in need of flood protection; and
2. That such protection can be secured on some of the tributaries by reservoirs of one sort or another, at a cost



A TOW OF COAL, 6000 TONS, LOCKING THROUGH EMSWORTH DAM ON THE OHIO.

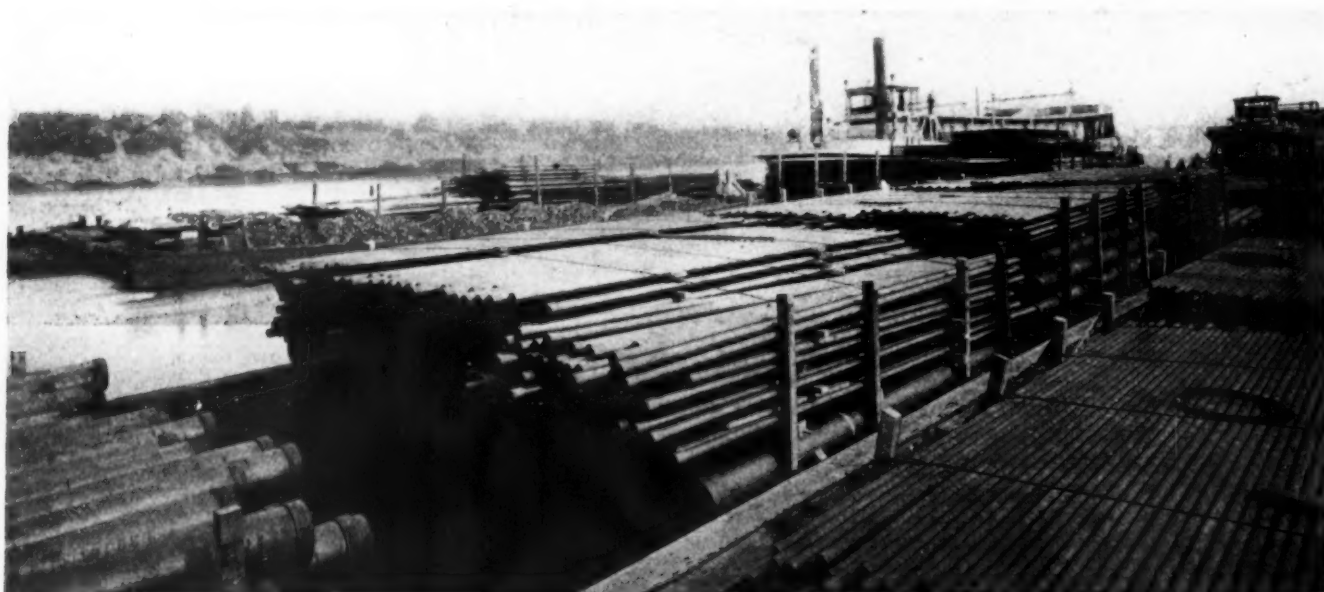
in the two basins, the Red and the Arkansas, have the storage capacity of 14,000,000 acre-feet at a cost of \$150,000,000, or less than half the damage done by the Arkansas alone in the last 19 years.

It is estimated that the plan worked out for the Arkansas would reduce the flood crests at Little Rock one-third or more, and the quantity flood flow one-half or more; as applied to both the rivers, *would reduce the Mississippi flood peaks below the confluence of the Red by a very considerable*

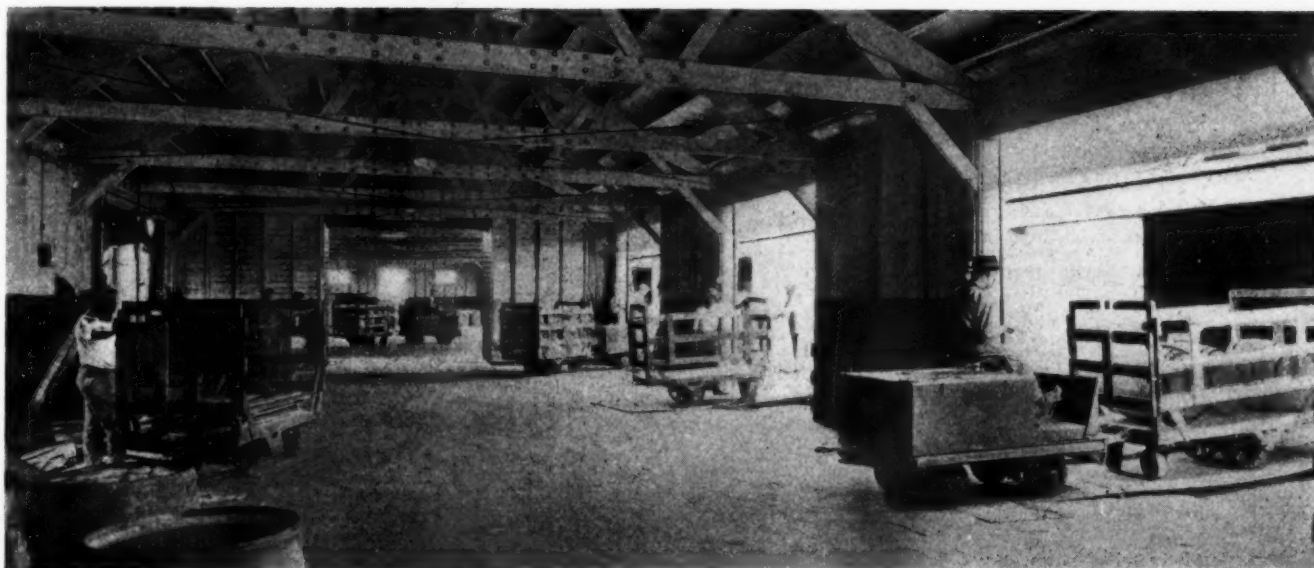
justified by local benefits; in other words, without charging one cent to protection of the Mississippi valley; that on others, reservoirs may be justified for flood control.

Let us sum up the degree of control believed obtainable in these tributaries, and endeavor, not to compute—we haven't sufficient data—but merely to draw some inference, however incomplete, as to what its aggregate combined effect would have been upon the flood of this year of grace, 1927.

The Ohio River, largest in discharge of the Mississippi's



THOUSANDS OF TONS OF STEEL PIPE READY TO START DOWN THE OHIO RIVER FROM PITTSBURGH, LATER TO GO BY RAIL TO THE OIL FIELDS OF THE SOUTH AND SOUTHWEST.



INTERIOR OF TRANSFER BARGE AT ONE OF THE FEDERAL BARGE LINE RIVER-RAIL TERMINALS ON THE MISSISSIPPI.

tributaries, was in only a moderate flood this year, its maximum discharge being 814,000* second-feet. The Missouri and Upper Mississippi, while not at their worst, were nevertheless at high stages, their combined discharges below the mouth of the Missouri being 800,000.*

A river in flood does not maintain its maximum peak for long, but reaches up rapidly to, and falls away rapidly from, that maximum. Nevertheless, had the discharge of the Ohio been a steady 814,000 second-feet for a period of 15 days, the flood storage I have listed for six of its many tributaries *would have held more than half that amount.* To be specific, the storage capacity I listed is from 10,000,000 to 13,000,000 acre-feet. A discharge of 407,000 second-feet, or half the Ohio's maximum discharge of this year, if sustained steadily

reservoirs, now in use, has a considerable effect upon discharges of that river; many other sites, as yet undeveloped, are known to be available.

The bulk of this flood came from the States of Missouri, Kansas, Oklahoma, Arkansas, Eastern Tennessee and Mississippi. I have already given Mr. Blake's estimates of the reduction of this year's flood in the Arkansas and Red rivers. Briefly, it was "*no flood* in the Arkansas this year," and a considerable lowering of the crest in the Mississippi below the mouth of that river. Such a reduction, combined with the reduced discharge of the three upper tributaries, might have saved a large part of the land that was flooded. This fact raises a pregnant question as to what would have been the result had all feasible reservoirs, known and as yet



THE BUSY MONONGAHELA AT LOCK No. 2, BRADDOCK, JUST ABOVE PITTSBURGH. MOST OF THE TONNAGE ON THIS RIVER IS COAL FOR THE STEEL INDUSTRY.

for 15 days, would equal 12,100,000 acre-feet. But, as I have said, this is considerably more than half of the Ohio's total discharge during any 15-day period of this year. Therefore it is evident that the known flood storage capacity of six of its tributaries would have held more than half of the river's discharge for a period of 15 days, or half that discharge for more than 15 days. Such storage would probably have provided a measurable degree of relief for the overtaxed levee system.

On the Upper Mississippi an elaborate system of storage

*These discharge figures were given me by the Mississippi River Commission.

unknown, been in operation. Certainly the strain on all levees would have been far less. Conceivably the flood might have been reduced to a volume the levees could have held with entire safety throughout their length.

In venturing this conjecture, I am taking for granted that large storage capacities will be found on many of the streams not yet surveyed, but when I say that reservoir sites already surveyed and calculated could have reduced the strain on the levees this year, and that they will reduce it to an important degree in years to come, I am indulging in no conjecture. I am stating a demonstrable fact.

I believe it is also a demonstrable fact that such reservoir



MISCELLANEOUS FREIGHT READY FOR EXPORT AT BIENVILLE DOCK OF THE FEDERAL BARGE LINE IN NEW ORLEANS.

construction as I have outlined for power, or navigation, or flood control, or irrigation, or a combination of these functions, will pay its costs on the tributaries without reference to the Mississippi Valley and doubly so when the effect on the Mississippi is included. I have no doubt that other storage projects not here outlined will prove worth while when the local and Mississippi Valley interests are considered together.

This brings us to a consideration of the Federal Government's function in the problem. It appears to me that this function is for the most part clearly defined. It should be:

- (1) To collect and digest the many fragmentary surveys already made.
- (2) To carry out parallel surveys to determine the storage possibilities of all river and stream basins.
- (3) From data so secured, to formulate plans for the best use of all streams, combining power, navigation, irrigation and adequate flood control.
- (4) As rapidly as these surveys are completed, to permit development by private capital without hampering politics such as are now blocking development of the Tennessee.
- (5) To push with all speed such work as the Government would have to do.

The completion of such a program will require years. Nevertheless, much of the ground work, such as that on the Ohio system and the Arkansas and Red, is already done.

(6) It should remove all unreasonable legislative and political barriers to development by private industry. Through its engineering branch, for example, it has made an exhaustive survey of the Tennessee River system, and has recommended 32 dams for construction by private capital. Through its legislative branch it has persistently obstructed development of these projects while it kicked the Muscle Shoals football all over the political gridiron.

(7) In the foregoing six sections I have outlined what it seems to me the Federal Government *should do*. There is one thing it should never do, and that is to put one dollar into construction that private capital may reasonably be expected to carry out.

In closing, I cannot too strongly insist that none of this work should slow up the reconstruction of the levees, or diminish the height and the strength to which they will be rebuilt. At best it will be several years before reservoirs can be expected to make any dent in Mississippi Valley

floods; the extent of their helpfulness, however great on the tributaries, is problematical on the Mississippi and levees must still be depended upon to handle floods that may at any time escape the most complete reservoir system we can ever build.

To sum up, the three facts I have endeavored to show are:

First, the valleys of the tributaries, like that of the Mississippi, are sorely in need of flood protection.

Second, such protection can be secured by reservoirs, of which a considerable portion will be built by private enterprise for power, another considerable portion is worth building for navigation, and only the cost of the remaining dams is justly chargeable to flood control.

Third, the protection of the tributaries in this fashion will have considerable—though at present an ungaged—value in reducing the floods to be handled along the course of the Mississippi from Cairo to the Gulf of Mexico.

Bill Before Georgia Assembly Would Compel Use of American Cement in Cotton Bags on All Public Work.

Alf L. Traylor, member of the Georgia Legislature from Richmond county, together with several colleagues in the house and two or three Senators, have introduced a measure in the General Assembly of Georgia providing for the use of American-made cement packed in cotton bags to be used in public construction work in Georgia. This will include State, county and municipal construction. A provision in the bill prescribes that a clause in all awards of contracts shall specify "American-made cement packed in cotton bags."

\$589,000 Navigation District Bonds Sold.

Edward C. Tobey, chairman of the Board of Navigation and Canal Commissioners, Freeport, Texas, advises that an issue of \$589,000 of Brazos River Harbor Navigation District bonds has been sold to a syndicate composed of Weil, Roth and Irving Company, Cincinnati, Ohio; W. L. Slayton & Co., Prudden & Co. and the Provident Trust and Savings Bank, Toledo, Ohio. The purchase price was at par, accrued interest and a premium of \$12,961. The bonds will be issued in denominations of \$1000 and will bear an interest rate of 5½ per cent.

Indomitable Courage of the Flooded Regions.

A PERSONAL STUDY OF THE FLOODED DISTRICT BY A MEMBER OF THE MANUFACTURERS RECORD STAFF.

[Telegram to Manufacturers Record.]

Harriston, Miss., July 29.

General Charles G. Dawes and many other noted men journeyed to the little town of Greenville, Miss., to attend the opening today of the ninth annual meeting of the Mississippi State Chapter of the American Legion. The fact that Greenville lies in the heart of the section of Mississippi that was flooded by the river and was itself twice overflowed, having only recently emerged from the second deluge, added a great element of interest and provided the motive that drew most of the visitors who were not members of the Legion.

A special train brought many of the visitors from Memphis to Greenville. During the second half of the run, after it had entered the flooded area, the train had to crawl over temporary trestles completed only 10 days ago, to go through over gorges cut deep in the alluvial soil by the rushing currents, and crept only a little less slowly along the ties of tracks newly laid and not completely ballasted. On all sides appeared evidences of the recent flood. Telegraph poles and trunks of trees were ringed with mud showing the heights attained by the water. Farm houses were streaked with it, some to mid-window height, some to the eaves. Where the current had been swift, its path was marked by the wrecks of houses that had been swept from their foundations and crushed or by foundations from which all trace of the houses had been washed.

Here and there sections of the solid concrete highway that paralleled the railway had been undermined and swept away. At one point a freak of the current had spared one 12-or-15-foot span of an \$86,000 reinforced concrete bridge standing to show the massive construction of the spans that were swept away.

Nearly all of the section traversed had been under cultivation and after the subsidence of the first flood had been replanted only to have the young crops drowned out by the second overflow. Since this second flood did not subside until some time this month, earlier or later according to the varying elevations of the land, the overwhelming proportion of the area has not been and cannot be planted this year. Thousands of acres of buck shot soil are lying parched and dry under cloudless skies, too hard to cultivate this year even had it not been too late. Where the soil is of a different character, having more sand in it, a few planters have taken a chance and young crops from two to three months behind the season are in sight. Strange as it may seem in a land so recently under 10 to 20 feet of water all the crops except cotton, which is a dry weather plant, are suffering for rain.

Upon the arrival of the train in Greenville the visitors disembarked, eager to see what a town so recently under water could look like and what sort of entertainment it could provide for a great convention. To the great astonishment of everyone little evidence of the flood was to be seen. So swift has been the come-back of these people that throughout the city almost every vestige of the flood havoc has been wiped out, the only evidence being the occasional mud streaks on the walls of the houses. In most cases even these have been painted out or otherwise obliterated. A stranger might wander through some of the streets and

never suspect there had been a flood, such is the courage and the optimism of the people. A 17-mile drive along the levee brought us to the crevasse that had flooded this section. The strong current had scoured a gorge 100 feet at the break and extending back with lessening depth for a distance of a mile or more. Beyond and alongside the deep cut, in which a big river steamer floated, sand bars covered uncounted acres of fertile soil, yards deep, in a waste as barren as an ocean beach.

In the evening visitors and townspeople assembled at the steamer landing where a great barge drawn close in served as a platform for the speakers and distinguished guests. Electric lights illumined the scene, and a radio amplifier carried the speaker's voice to the farthest corners of the crowd and the people, apparently untouched by the tragedy which while the water has receded still hangs over them in the shape of financial disaster, seemed as tranquil as the cloudless sky in which two or three brilliant stars shone. But when the speakers, all expressing a single conviction in different words, said as General Dawes put it, "We must have no more half measures. The Government must take full responsibility and prevent a repetition of this disaster," the intensity of the feeling of that self-contained audience became evident.

RICHARD WOODS EDMONDS.

Stop Erosion Is a Warning Cry.

Lynchburg, Va., July 26.

Editor Manufacturers Record:

The Mississippi Valley situation of this year is merely a forerunner of other and worse floods which may be expected in the future.

For several years, I have been taking sand from two streams and have been astounded at the quantity being borne along by the water. If you get on some small water-course, away from civilization, you will find clear streams with deep holes, no sand or mud. Go where there is faulty agriculture; the farmers are too poor or ignorant to farm the lands in a proper rotation and you will find mud, sand and stones. Where there are little towns and villages, the streams are carrying along with the sand and mud countless articles of rubbish, such as tin cans, scrap iron, old shoes, brickbats, bottles and every conceivable thing cast off by civilization, and within the past few years we have added parts of cars and trucks, from fenders and bodies to the whole machine.

Civilization must save itself and we must start on the farms and the cheap, worn out, mountain lands must be restored to their former condition of forest. Other lands must be farmed in such a manner as to prevent erosion. We must stop erosion. When I catch one ton of sand out of a stream, I dare say 100 tons of soil have gone off the farms higher up the stream. Stop erosion; stop dumping; reforest;—and you not only save the great Mississippi Valley, but you also will save the hill lands which those who come after us will need to graze their animals upon.

It makes my heart sick whenever I go out into the country and see great gullies cut across the face of a hill, with the realization before me that there is a part of the United States of America which will never again feed a human or an animal.

W. K. SMILEY.

The Governors' Mackinac Conference.

INTERESTING SIDELIGHTS ON DISCUSSIONS COVERING MANY QUESTIONS.

By GEORGE GARNER.

Mackinac Island, Mich., July 29.

Despite the failure of the Governors' annual conference, in session here this week, officially to recommend immediate relief by the Government, through Congress or other channels, for, literally, thousands of homeless and near-starving victims of the latest Mississippi River flood, genuine aid of great value was enlisted in the movements for relief and for prevention of such a flood disaster in the future. Individually, both personally and officially, probably a score of State Executives expressed to me their intent to impress on the Senators and Representatives from their States the critical condition of the suffering thousands and the necessity for immediate flood-prevention action, and their purpose to urge the national legislators to make these subjects of first and foremost consideration when the Congress shall meet.

Hope had been entertained by persons informed on the real gravity of conditions in the flooded area that the Governors in their conference would take positive, or at least affirmative, action to influence the President to call Congress into session to provide some measure of relief for the destitute and starving children and women and men, camped by thousands on the levees or in other safety spots, without homes and fed by rations furnished through financial contributions by sympathetic and generous people. The politics which so far has prevented Government relief for these hopeless thousands was not expected to influence the Chief Executives of the sovereign States and magnificent help from this influential group was felt almost to be assured.

For various reasons, this help was not forthcoming. For one thing, the Governors' conference does not adopt resolutions involving action or determination of any policy. For another, the Governors present, as Executives themselves, were—maybe, naturally—determined to preserve the Executive prerogative of Executive initiative and independence. Finally, the practical politics which has withheld help from suffering children and women and men played no small part in the Governors' decision not even to say one word in behalf of the homeless and hungry hordes. Sympathy? These Governors overflowed with it—in words; but, it was not translated into practical and effective help.

One exception must, right here, be noted. So moved was one Governor—a Republican, from a Northern State—that he was ready to present a resolution urging that Congress be assembled at once to provide relief for the suffering. "I would do it in a minute, regardless of consequences," said this Executive, "if I were sufficiently well informed on conditions to enable me to explain them convincingly and to support my resolution by arguments, in the face of opposition." Some day, I hope, this Governor will permit me to disclose his identity, so that he may be given by the suffering flood regions the credit and honor to which he is entitled.

But, at least in the conferences, no effort was made to inform the participants on the fearful conditions. "The period of rescue and emergency relief has passed and the time has come to consider measures which will prevent a recurrence of such a disaster," said Governor John E. Martineau of Arkansas, who spoke presumably for the overflowed district, at the opening of the second paragraph of his address. Thus officially informed that "the period of rescue and emergency relief has passed," the Governors turned their thoughts to "measures which will prevent a recurrence of such a disaster," and the thousands of homeless and hungry victims of Govern-

ment neglect and inefficiency were almost forgotten. True, toward the very close of his speech, Governor Martineau said that a plan must be adopted for "immediate relief to the distressed people of the overflowed areas," but this, he said, "should be coupled with a plan for permanent flood prevention." The only information the Governors obtained on the frightful suffering of thousands of helpless souls was through private conversations with persons who know.

And that the Federal Government is directly responsible for this suffering and this financial loss of, probably, \$500,000,000, was charged by former Governor Gifford Pinchot of Pennsylvania, a recognized authority on forestation and floods and kindred subjects.

"The Mississippi River Commission adopted a 'levees only' policy," said Governor Pinchot, "and that policy has been stuck to in spite of steadily recurring floods. The answer to that policy is this flood—this flood which represents the most colossal engineering blunder in the history of the civilized world. This is the greatest national calamity that ever has overtaken a civilized people. But, now, the army engineers have been jarred out of their 58-years levees policy and propose to use spillways, also."

And then Governor Pinchot issued a word of warning:

"There is going to be a strong effort made in Congress to keep this flood prevention problem in the hands of the army engineers. This must not be done. The army engineers have failed. Further, Secretary of War Davis says that army engineers now have no plan, whatever. Army engineers are not trained in hydraulic engineering work, and so they are more interested in a continuing policy. The President, or the Congress, must appoint the best commission possible to formulate a policy, a commission of the greatest experts in the world. This is not solely an emergency problem; it is a problem involving national growth and development. It is the greatest conservation problem ever laid before any body of people in all history. The cost? I don't know and I don't care. No sum can be too big for such an investment."

Hooked up with the flood problem, Governor Pinchot concluded, were the hydro-electric problem and agriculture and navigation and the national defense and he urged that these problems be considered in "broad-minded and open-minded" fashion.

Devoting 99 per cent of his address to the phase of flood prevention and almost ignoring the acute sufferings of thousands of helpless persons, Governor Martineau argued that flood-prevention was a responsibility for the Federal Government and was not a local or sectional question. The control of the Mississippi River and its tributaries, he said, is "something that the States cannot do, acting separately, and it is something the people directly affected cannot do for themselves." Public sentiment, he declared, "not only favors the enactment of measures looking to the prevention of future floods, but also is so aroused that it demands immediate action." And the Governor added:

"There remain the further questions of whether these floods can be controlled and, if so, whether the expense incidental thereto will be prohibitive and, if not prohibitive, will such expense be justified by the benefits derived therefrom. The first is an engineering problem and should be left to engineers. The others are economic and should be determined by the Congress and the President. Secretary Hoover tells us that the Mississippi can be controlled by the adoption of a 'bold and proper engineering plan.' Such a plan, in my opinion, should include not only the Mississippi proper, but also all

other streams contributing directly to its overflow and should, of course, carry with it the appropriation of a sufficiently large sum of money to do those things which, from an engineering viewpoint, are necessary for flood prevention."

For some reason, Governor Martineau seemed to think, and openly stated, that "all engineers, both army and civil, are in accord," and asked: "So, why quibble and delay longer as to this flood prevention problem?"

To one who has some idea of the frightful suffering of thousands of destitute and helpless women and children and the heart-breaking inability of their husbands and fathers to help them, the failure of the conference to grasp the situation and to jump to their relief was, to put it mildly, disappointing—disappointing almost to the point of discouragement. And this feeling was intensified by knowledge that the Governors present would have arisen in all the might of their influence, had they been even half informed on actual conditions. It was further strengthened by knowledge that their influence would have been of tremendous weight in the Nation from bottom to, maybe, the very top. One saw the Chief Executive of the Nation and the Chief Executives of a score of States living in actual luxury; on the other hand, he saw thousands of half-starved children and women living, shelterless, on levees, with animals and bugs and vermin, and even snakes, while practical politics is played in ruthless fashion without thought of the agony it entails on helpless little ones—little ones whom the Lord loved, and loves.

Somewhat by coincidence, the Mississippi Flood session was presided over by Governor John W. Martin of Florida, whose State has risen magnificently from the effect of a visitation of nature, also. And, beyond his sympathy, Governor Martin felt confidence that the flood section would recover and rise to new heights of prosperity—a confidence based on the experience of Florida and his knowledge of the spirit of the South.

Also, Governor Martin was named on the new executive committee of the conference, with Governors Ralph O. Brewster of Maine, John Hammill of Iowa, Adam McMullen of Nebraska and George H. Dern of Utah.

In a way, this conference of the Governors was impressive. In off hours they played, and social entertainments were numerous; but, to call the gathering a "junket," or even a vacation outing, would not in truth be fair. Flood prevention, farm relief and purity in elections were the principal topics discussed and each speaker contributed thoughts of value, even though differences arose over their conclusions. And, as Governor Ritchie of Maryland well said in a speech, these Governors, in the high office they hold, "are the guardians and trustees of those rights and duties and responsibilities which under American institutions belong to the people of the States whose sovereignties the Governors represent." The views and deliberations of such a body of men cannot be ignored as of no value or import.

By no means the least interesting and convincing address of the conference was that of Governor Samuel A. Baker of Missouri, who in speaking on purity in elections scored public officials in even highest offices who by violating a law, themselves, encourage law violation by other persons.

"If high officials, such as Governors and Mayors, United States Senators and Representatives and other Government officials—all officials sworn to maintain and enforce the law—did not buy unlawful liquor, there would be fewer persons violating the law by selling this liquor," said Governor Baker, in effect. And so, he added, if many presumably respectable persons would refrain from purchasing corrupt votes in an election, there would be fewer vendors of such votes. Above all, Governor Baker denounced qualified voters who fail to go to the polls in primary and general elections, but grumble and murmur at the decadence of government and at the activities of duly elected officials.

Following an address by Governor Brewster on the merchant marine, the conference turned its attention largely to agriculture, Governor Hammill in particular advocating the adoption of some method by which tariff schedules may be utilized to raise the prices of the principal grain crops.

"Western farmers in the future will study the tariff as they never have done in the past," said Governor Hammill. "They will exert their influence in years to come in the direction which they determine to be for their best interests, regardless of their past political and economic affiliations." All of which was regarded as a warning to the major political parties that the "farm vote" hereafter proposes to assume an independence and an influence which political parties cannot afford to ignore.

Land speculation and inflated values have not been the cause of the farmers' financial malaise, as Governor Hammill saw things, but rather that the cost of withholding and disposing of crop surpluses had defeated the efforts of cooperative associations to aid the farmers, and he scored the Government for "reckless reclamation, aimed to add new acres and new producers to the present productive total."

For his part, Governor Fred W. Green of Michigan found evil in "the increasing injustice of the general property tax, and freakish ideas in government." The property tax, he asserted, "furnishes the principal basis of revenue for most of the States and cities," and this tax, he declared, had been devised "under circumstances and to meet conditions that no longer prevail." The general property tax, in operation, at least, added Governor Green, "is founded on the supposition that real estate constitutes the bulk of all property and the principal source of wealth and in a modern industrial State this supposition is absurd; so, we must find a way to make the general property tax bear upon personal and even intangible property, or we must find some new tax system to displace the present one."

Interest in the conference was aroused by a proposition from Governor Ritchie that a "House of Governors" should be created which "would play a powerful part in the nonpartisan political life of the Nation." With his customary emphasis on "States' rights," he declared that "half the issues that now eventuate in Federal legislation and Federal bureaus could be, and should be, handled by the States, but there is no agency or effective medium by which or through which the demands for progressive State action, or for uniformity or concord, can make themselves felt, except through the Federal Government itself, or through 48 separate movements in 48 separate States."

Among those present at the conference were Governors Robert P. Robinson of Delaware, John H. Trumbull of Connecticut, John G. Richards, South Carolina; Huntley N. Spaulding, New Hampshire; Ralph O. Brewster, Maine; John E. Weeks, Vermont; John Hammill, Iowa; George H. Dern, Utah; Ben S. Paulen, Kansas; Ed Jackson, Indiana; John E. Martineau, Arkansas; Frank C. Emerson, Wyoming; John W. Martin, Florida; Albert C. Ritchie, Maryland; John S. Fisher, Pennsylvania; Fred W. Green, Michigan; Bibb Graves, Alabama; Adam McMullen, Nebraska; Len Small, Illinois, and Thev. Christenson, Minnesota. Also present were W. O. Hart of New Orleans, Lieut. Gov. Norman S. Case of Rhode Island, Mayor William Hale Thompson of Chicago, chairman of the permanent Flood Prevention Committee; Lieut. Governor Harold Van Orman of Indiana and Capt. J. H. Hines, commandant of the Government fleet.

No more beautiful and no more quaint spot for the conference could well have been selected than Mackinac Island, and by no means the least interesting feature was the entire absence of automobiles. Automobiles are not permitted on the island, and the Governors and other guests rode in carriages or tricycle chairs—to their apparent enjoyment and amusement.

[From the Columbia, S. C., State.]

Why Hoover Couldn't Win—As a Democrat.

This from the MANUFACTURERS RECORD of Baltimore:

"The State, of Columbia, S. C., seeking to find a business man worthy of being nominated as presidential candidate by the Democratic party, suggests Owen D. Young, and gives him high praise for his achievements in business. But if the State wants to go outside of the South to find a Democratic business man's candidate, why should it not suggest Secretary Hoover? A few years ago he was willing, so public report said, to accept the nomination either from the Democratic or Republican party, and certainly he is a business man, and a business man of tremendous effectiveness."

There are several quite good reasons for not proposing Mr. Hoover, but perhaps it would be necessary to name but one—Mr. Hoover is not a Democrat. But were their political beliefs and inclinations the same and were we merely going after the biggest and ablest "business man," we think Mr. Young would stack up two blues, a red and a white the taller. Mr. Hoover is a great administrator; Mr. Young has the foundation for being a great executive.

But were there equality upon that point, neither Mr. Hoover nor any one of his type could be elected president as the candidate of the Democratic party. The Republicans could put him over with small effort against normal Democratic opposition, for reasons the State recently advanced. The majority of the people of the country are normally Republican, and this majority will support any party candidate regardless of personality or other pulling power, provided the opposition does not put forward a man who can appeal to their imaginations and marshal them into a great personal following.

Mr. Hoover might be a 100 per cent statesman, but he is a 23 per cent campaign speaker and would fall as flat as a Parker or a Davis when it came to reaching the crowd—and the Republicans in the crowd have to be inflamed if they are going to vote the Democratic ticket and give that party a majority. Now, we do not know that Owen D. Young could set 'em on fire; he hasn't had a try-out, but he looks like a racer one could get excited over—and back.

Another obstacle to the MANUFACTURERS RECORD's suggestion is that while Miss Democracy may, with reasonable dignity, do a little flirting and artistic ogling, even a bit seductive, she could not lay violent hands upon an unwilling male and claim him for her own. And seven years ago she went as far as either moral or political laws allow in pursuit of Mr. Herbert Hoover. Not certain as to the location of his political affections, Miss Democracy made unmistakable advances; indeed she all but made a compromising declaration. Mr. Hoover, as deficient in sentiment as in imagination, openly declared his attachment for the Republican party. As a reward he was "spoken of" for vice-president and then made a member of that famous Harding cabinet; an infliction rather than an honor.

Frankly, we do not think Mr. Hoover is much of a Republican and we would not object to having him fill an important place in the cabinet of a Democratic president. He is a very able and useful man and should be kept where he can do service for the country. But he doesn't possess the qualities to make Republicans vote the Democratic ticket—and that is a quality the Democratic candidate MUST have IF he is to come within "reasonable hope" of election.

[Our jocular suggestion about Mr. Hoover for the benefit of the Columbia State has called forth the foregoing interesting and amusing review of the situation. We believe this is the first time we have ever seen a Democratic paper admit that to win a Presidential election the Democrats must convert a lot of Republicans to their way of thinking.—Editor MANUFACTURERS RECORD.]

Contract Awarded by the Government for Drilling a Potash Well in Texas.

A contract for the drilling of potash test well No. 4 in Ector county, Central Western Texas, has been awarded to the Pennsylvania Drilling Company of Pittsburgh, Pa., by the United States Bureau of Mines. This well will be the first to be drilled in Texas in the course of the Federal Government's program for the development of commercial potash deposits in the United States, the other three test wells having been sunk in New Mexico. This is also the first to be drilled on privately owned land, other wells having been drilled on lands owned by the Federal Government.

Potash well No. 4 will be drilled approximately 1000 feet south of Metz Siding, on the Texas and Pacific Railway, on land belonging to W. E. Connell. The location is in the same general area as the four sites in Texas previously recommended to the Bureau of Mines by the United States Geological Survey as being favorably located for potash prospecting. Drilling on those sites previously selected in Texas was, however, not undertaken because of the inability to negotiate the required leases with all owners of land or holders of mineral rights within one mile radius of the test well. Under the terms of the amendment to the potash exploration act, passed at the recent session of Congress, the obligation imposed on landowners and mineral right holders to reimburse the Government for the cost of exploratory drilling has been so modified that such reimbursement is required to be made only in the form of royalties amounting to 2½ per cent of the sale value of potash or petroleum mined and sold as a result of the development of commercial deposits of those minerals found in the course of the exploration. Before the passage of this amendment the landowner or mineral right holder was obligated to reimburse the Government for drilling expenses regardless of whether valuable mineral deposits were developed. Under the terms of the amended act, the Government's lien on the mineral deposits runs only for a period of 20 years from the date of signing the contract, whereas before the passage of the amendment there was no time limit on the Government's lien.

Under the terms of the contract for drilling potash well No. 4 the well is to be completed within three months after the signing of the contract. A diamond-drilling outfit has been shipped to the scene, and drilling is expected to begin immediately. The depth to the top of the potash-bearing salts is approximately 1000 feet. The probable depth for drilling this well is 2000 feet.

The drilling of potash wells Nos. 1 and 2, in the Carlsbad, N. M. area, has been completed, and a study of the cores obtained from these wells is now being made by the United States Geological Survey. Drilling on potash well No. 3, also located in the Carlsbad area, is now in progress. The coring of the potash-bearing salt in both wells 1 and 2 was very successful. In well No. 2, of the total depth of 770 feet, 1½ inches, drilled through the salt, cores of 760 feet, 2½ inches, amounting to 98.7 per cent of the drilling footage, were obtained.

The well for which contract has just been let is the last of four test wells contracted for under the 1927 appropriation. For the fiscal year 1928 the sum of \$100,000 has been made available for potash exploration purposes. It is probable that the drilling program will be continued, for the greater part, in the State of Texas.

James S. Wroth, engineer in charge of potash investigations for the United States Bureau of Mines, is actively supervising all drilling operations. General supervision of the bureau's part of the potash exploration program has been entrusted to J. H. Hedges, assistant to the director, Bureau of Mines.

Reclamation by Drainage a Government Duty.

By C. E. COLLINS, Memphis, Tenn.

An organization of drainage districts of the immediate Lower Mississippi Valley has been perfected at Memphis for the purpose, as its constitution says, "of securing tax relief for drainage and reclamation districts through national and State legislation." Eighty-four drainage districts have enrolled in the non-profit, co-operative organization. They embrace approximately 4,000,000 acres, and represent upward of \$100,000,000 in drainage and reclamation projects. The organization has been named, "The National Drainage Association," with headquarters now open here. Steps are now being taken to broaden its field and its membership, to embrace drainage and reclamation projects throughout the country. Ample finances, provided by the districts themselves on a pro rata basis fixed according to the outstanding bonded indebtedness, are now assured.

The main purpose of the Association is to seek from Congress legislation which will provide long-time, cheap money for financing and refinancing drainage enterprises. It is the hope and the expectation that swamp and overflow lands will be accorded some such Federal assistance as has been given for 25-odd years to the arid lands of the West. The significance of the new organization lies in the fact that it represents perhaps the first movement undertaken on a broad, logical, resourceful and representative basis to secure Federal credit for reclamation by artificial drainage.

For many years, notably in the Southern States, there has been a well-defined feeling that drainage is of equal importance with irrigation. Steps have been taken at one time and another by individuals and organizations, especially in the South, to secure Federal recognition, but nothing has ever come of any of these efforts save, perhaps, that they have stimulated thought and interest and sentiment. The leading men of this region feel, like many others in the South, that there is little difference between reclamation by irrigation and reclamation by drainage. In the one instance, water is taken to the land; in the other, water is taken from the land. In both instances, the purpose is identical—to make available for cultivation land that is otherwise suitable for agricultural purposes. Identically the same claims and the same reasons may be advanced for Federal assistance to drainage as have for years been the claims for assistance to irrigation, in the view of the new Association. There is precedent—and precedent unquestionably is important—for the attitude that the drainage people are taking, and upon which they will base their claims.

At first blush, especially in the light of agricultural conditions, the tendency is to point at once to the danger of "too much land in cultivation" and "too much production of crops." It is not the plan of the drainage organization to urge more drainage or new drainage projects. Its interest now is wholly in financing and refinancing present works. But they do realize that, should there be opposition to their ambitions, one of the first objections will be that there is enough land already in cultivation and that reclamation should be stayed, at least temporarily. There is an attitude almost country-wide to frown upon any sort of development programs that even hint of an increase in crop production. The Government has recognized this attitude and its terse and pointed response has been that "reclamation is an economic necessity."

In a recent statement President Coolidge struck at the heart of these objections, speaking of irrigation in the West, when he said:

"Some minor criticism has been made as to the policy of our unremitting development of these projects by those who have thought we were already overproducing in agricultural products. They feel that these projects should be stayed

until agricultural production has readjusted itself. These criticisms lie in the lack of understanding that these projects take many years for development, that they furnish but a small portion of the total increased food supply required even by our increase in population, that the utilization of their supplies lies in the development of the West itself. A country growing as fast in population as is our own cannot limit its considerations to immediate necessities. Many people now living will see this a country of 200,000,000 inhabitants."

The views of President Coolidge are substantiated in statements from the Department of Agriculture, some two years ago, which showed that during the preceding 12 years the production per capita "has decreased about 5 per cent, and that "crop production in the United States is not keeping pace with the annual increase in population."

Representative W. B. Bankhead of Alabama, speaking in Congress back in 1921 in support of his measure which aimed at Federal assistance for reclamation of swamp and overflow lands, pointed very forcibly and most ably to this economic necessity of continuous reclamation efforts. He said:

"It will not be claimed that the millions in our great cities and other congested centers who are today living in the lowest depths of poverty, and the other millions now in the swelling ranks of the unemployed, constitute the nation's 'first line of defense.' On the contrary, these and the conditions against which they are compelled to struggle are felt to be the country's greatest menace. All forward-looking men and women are agreed that our national security depends upon the further development of our rural homes, not that the producing area of the country needs to be extended at this time, but that more men and women should be placed in possession of resources so they might more readily establish their economic independence. This cannot be done by settling more of our population in the cities, but they must be encouraged to return to the country, back to the land."

In a great many of the drainage districts in the Lower Mississippi Valley there is a vast amount of pioneering to be done. The problem of settlement and development which has been giving the bureau of reclamation much concern in the last few years is a big problem, where the embryo farmer must supply not only his immediate needs, but also must begin at once carrying the burden of building up his place, constructing improvements, getting land in cultivation and making his farm a going business. He has the advantage of perhaps the richest agricultural soil in America, located in the heart of the nation, only overnight from the biggest markets, but he is forced to face the requirements of reclamation—and that means an added tax to those which are customary in any farming community.

The financial problem incidental to land reclamation exists because the period of non-production on a large per cent of the land is several years and earnings are small. Cost of drainage work is large and has been growing. Private financing is not possible. The necessity has arisen in practically all cases, consequently, of issuing bonds, and these are usually short-term, high-rate securities, with the result that high taxes are assessed to retire them.

It is to meet such conditions and such situations that long-time, cheap money is essential. The landowners with going farms, in this period of agricultural depression, are staggering under the burden themselves and there is no enthusiasm or even interest in the "back to the farm" idea.

To the dire need for Federal assistance in this region has come an added stimulus resulting from the great Mississippi floods. Drainage waters and floods, as proved by the Mississippi's rampages this year, are inseparable allies. This applies to tributary streams as well as to the Mississippi itself. No one can tell where drainage ends and floods begin. Naturally, any consideration of one must mean a considera-

tion of the other. In the lower valley, flood heights were such that drainage was impossible. In fact, the backwaters and overflow did millions of dollars' damage to existing drainage projects.

Drainage in this region has been identical with that in other parts of the country. At the beginning, artificial drainage was upon the individually owned farm. As this increased, the problem became involved and landowners attacked it co-operatively, organizing districts. In almost every drainage area, lands were required to be drained which, without neighborhood drainage development, would never have required it. Thus reclamation progressed and grew. In such large areas as in the Lower Mississippi Valley, where artificial drainage now is required or will be necessary to make farming safe and profitable, millions of acres are, or will be, involved. The point has been reached, say men of the National Drainage Association, where private and community means cannot cope with the problem. It has outgrown the one-time local aspect.

It has been the practice in this territory for the drainage districts to issue 20-year, 6 per cent, and sometimes 5½ per cent, bonds. In a great many cases districts have been forced to cut canals and ditches several times and to enlarge their works, because of waters coming on them from other territories, even other States, as reclamation proceeds. The original bond issues frequently, therefore, have been found insufficient. Particularly has this been true in those areas where the Mississippi floods reached. But there is no disposition anywhere to challenge the value of the drainage where it is effective. The trouble is that the cost of it is piled up practically on one generation, even though it is a lasting development which will long outlive the present generation or the present landowners. A system of financing spread through a long period of years, thereby relieving the present landowners not of the tax itself, but of the burden of the tax, is the objective for which Southern landowners are working. They believe that it is entirely within the bounds of propriety and good business that the Federal Government should lend its hand, particularly when the need can be met by loans and not by gifts.

To a greater or lesser degree, the conditions in the Lower Mississippi Valley are conditions that may be found throughout the United States where drainage on a large scale is a necessity. There are not many drainage enterprises that do not face the high tax problem. There are more than 75,000,000 acres of swamp, overflow and wet lands in the nation, most of which will be reclaimed ultimately, and made useful. By its very nature, most of it is fertile, rich soil. Of even more importance is the fact that the great bulk of it is near the country's greatest consuming centers, which gives it a distinct advantage over the arid lands from a transportation and marketing standpoint.

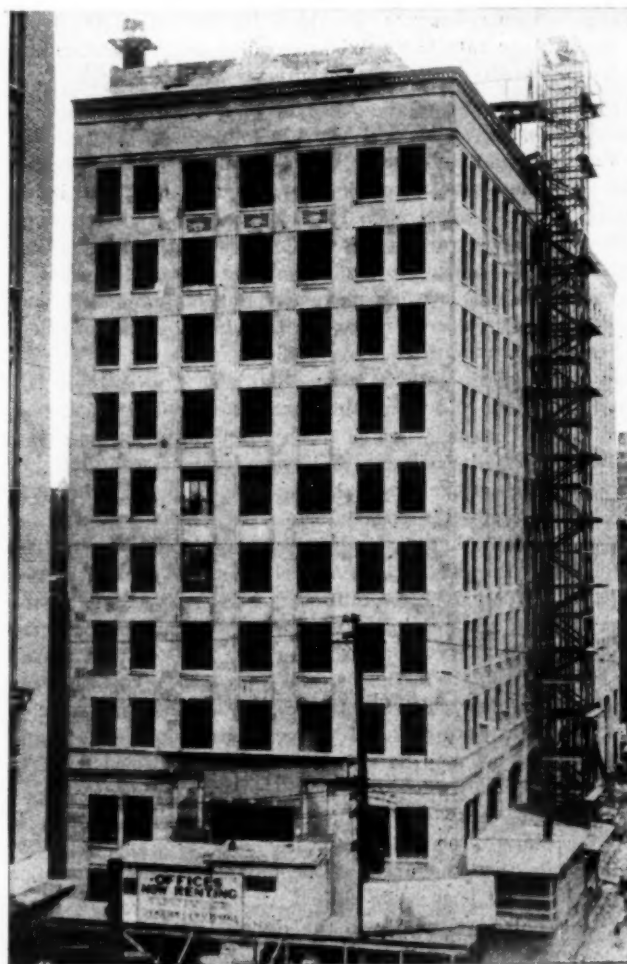
The research and studies that the newly formed National Drainage Association here has been making are daily lending encouragement and conviction that some form of Federal help is economically sound, justified and necessary, and it is vigorously pursuing its plans of asking the Congress to lend the nation's credit to reclamation by drainage, as it has to reclamation by irrigation.

Actively at the head of the Association is W. H. Dick, president, who is devoting most of his time and seasoned experience to work of the character. Judge James A. Finch of New Madrid, Mo., member of a State commission on drainage and tax relief, and R. E. Lee Wilson of Wilson, Ark., widely known planter, lumberman and capitalist, are vice-presidents. J. H. Himmelburger of Cape Girardeau, Mo.; W. R. Satterfield of Memphis, and L. H. Gaines of Bolivar county, Mississippi, are vice-presidents for their respective States. Other State vice-presidents will be named as the organization's membership is extended. The officers and the

State vice-presidents constitute the executive board, which will function as a board of directors, although the Association will have a directorate composed of one representative from each drainage district member.

\$1,000,000 Bank Building Under Construction.

Construction is progressing on the new bank and office building being erected in Chattanooga, Tenn., by the Chattanooga Savings Bank and Trust Company at a cost of approximately \$1,000,000. The structure is 11 stories, 200 by 60 feet, of reinforced concrete faced with terra cotta. It is finished on the interior with mahogany and gum, terrazzo, marble and tile floors, and marble wainscot in all corridors and toilets to a height of 7 feet. The banking space is finished



NEW HOME FOR CHATTANOOGA SAVINGS BANK

in marble and zenithern, while the first floor of the building is equipped throughout with bronze doors. The structure is served by four elevators. The R. H. Hunt Company of Chattanooga is the architect and the Foster and Creighton Company of Nashville, general contractor. Z. W. Wheland is chairman of the building committee.

The following sub-contractors have been engaged: Bush Building Company, Hopton Brothers and Ramsey Electric Company, all of Nashville; Central Glass Company, Louisville, Ky.; Loftis Plumbing and Heating Company, Atlanta, Ga.; E. M. Murphy, Mountain City Stove and Roofing Company, Price-Evans Foundry Company and the Standard Tile Company, all of Chattanooga; Manhattan Rubber Manufacturing Company, Birmingham, Ala.; Tennessee Producers Marble Company, Knoxville, and the Chamberlain Metal Weatherstripping Company, Detroit, Mich.

Barge and Rail Rates As Viewed by Interstate Commerce Commission—An Important Decision.

[Special Correspondence Manufacturers Record.]

Washington, August 2.

The Interstate Commerce Commission has reiterated its policy of compelling railroads to join hands with barge lines in the establishment of through routes and joint rail-barge and rail-barge-rail rates where such co-operation results in cheaper transportation and better development of the inland waterways system of the country.

In ordering that the Chicago Great Western, Chicago, Milwaukee and St. Paul; Chicago, Burlington and Quincy, and Illinois Central join with the Inland Waterways Corporation in through routes and joint rates between Minneapolis and St. Paul and points on their lines in Indiana, Illinois, Missouri and Iowa, the Commission took into consideration the necessity for barge lines to secure traffic from interior shipping points in order to enjoy sound development.

The carriers, with the exception of the Illinois Central, were averse to participating with the barge line in through routes and joint rates, particularly in differential rates. They based their objection principally upon the fact that they operate single-line routes of their own between Chicago and Twin Cities, urging that they could not afford to share the traffic with the barge line. They argued that the barge line was not a public necessity, for the reason that there are nine reasonably direct all-rail routes between these points with facilities for handling from 25 to 100 per cent more traffic than they now haul. It was further argued that the barge line was economically unsound because it would actually have a haul of 250 miles and save only 228 miles of rail haul. They pointed out that in wintertime ice would prevent the barge line's operation, and that under ordinary conditions the rail-barge route would add several days to the time of transit. Concluding an unusually strong case in their behalf, the carriers questioned the authority of the Commission to order the establishment of additional through routes where existing routes are capable of handling the traffic and that such routes can only be ordered on a showing of public convenience and necessity, as in the case of the construction of a new railroad.

Facts in the case were gone into thoroughly by the Commission and due consideration was given to the expenditures amounting to hundreds of thousands of dollars of public money in the construction of barge terminals and other necessary equipment. It developed that the equipment provided by the Upper Mississippi Barge Line Company, organized by Twin Cities interests, will afford a service co-ordinating with that on the lower river with adequate facilities for handling the freight loads. The territory from and to which the line seeks to establish rail-barge rates lies within an imaginary line drawn through Dubuque, Oelwein, Waterloo, Marshalltown, Des Moines, and Diagonal, Iowa; St. Joseph and Kansas City, Mo.; Evansville, Westport, Indianapolis and West Lebanon, Ind., and Chicago. Rates were not desired upon low-grade commodities, such as grain, lumber and grain products, because differential rates on these commodities would be unremunerative.

"In determining whether we should require the establishment of the through routes here sought," the Commission said, "we deem it unnecessary to pass upon the practicality of barge-line navigation on the upper Mississippi. Government engineers have officially certified that there is now a

navigable channel between St. Louis and the Twin Cities. Acting in accordance with their understanding of the mandate of Congress, the barge line officials have inaugurated service on the upper river and together with the interested communities have invested considerable sums of capital in reliance upon the success of the new service. As we have said in previous cases dealing with the barge line, a water carrier of its character must be able to secure traffic to and from interior points if it is to prosper, and in the case of the barge line, with its slow and inferior service, such traffic cannot be secured without resort to differential rates."

"The record justifies the conclusion that the establishment of rail-barge and rail-barge-rail routes in connection with the barge line between Dubuque and Twin Cities is desirable in the public interest."

In fixing the joint rates the Commission did not follow the same basis used in arriving at joint rates in the lower Mississippi territory because the barge haul is shorter. For the lower Mississippi the joint rate is 20 per cent less than the contemporaneous all-rail rates between two given points, while between Dubuque and Twin Cities the Commission fixed the joint rate applicable at 15 per cent of the all-rail rate.

The Commission found that "just, reasonable and equitable divisions of joint rates should be arrived at by a rate pro-rate basis, using as factors the contemporaneous first-class rail rate between Dubuque or the Twin Cities and the interior point and the contemporaneous first-class barge rate between Dubuque and Twin Cities."

In accordance with the Commission's usual practice in other barge-line cases, the order allows the carriers 45 days in which to substantially comply with its order, so that the parties may be free to depart from the findings in minor respects where the exigencies of particular situations so require.

Reliable evidence as to cost of barge transportation on the upper Mississippi was lacking, but there was sufficient testimony to convince the Commission that the proposed rail-barge and rail-barge-rail service will be appreciably lower in cost than that of all-rail transportation. The Commission repeated its position in respect to comparative cost and service of barge lines and railroads, saying that the service rendered by barge lines in connection with through traffic is not the same as the service performed by an intermediate rail carrier between the same points, being both slower and cheaper. In view of this difference in cost and value, the portion of the rail-barge-rail joint rate applicable to barge-line service may reasonably be less than the corresponding portion of the all-rail joint rate applicable to intermediate rail service.

The Commission's decision clarifies its policy in respect to the establishment of through routes and joint rail and barge rates and forms another important link in the chain of precedents which is being welded for the benefit of inland waterways. It shows that when circumstances warrant, the Commission will use its great power to compel railroads to co-operate with barge lines when such co-operation inures to the benefit of the public.

It would appear from the decision that it is only necessary to show that a barge line is desirable to the public interest to justify establishment of rail-barge and rail-barge-rail routes in connection with rail carriers, if the line as a whole can be shown to be economically sound.

Views of an Engineer Who for Years Has Studied the Flood Problem.

By R. E. HARDAWAY, C. E., El Paso, Texas.

As one voter, a feeble voice among millions to express public opinion, I vote that Congress quickly appropriate from \$100,000,000 to \$300,000,000, as found needed, to relieve suffering and poverty in the United States central basin caused by recent floods.

Your articles on flood conditions and control are most interesting and praiseworthy. Willard E. Winner of Liberty, Mo., makes some suggestions worthy of careful consideration and thought. The shallow rim just north of the Gulf must be deeply and widely cut in one or more places, besides South Jelly Pass, to let the flood water easily into the Gulf. Building up adjacent low, untillable land into valuable areas for farming by pumping silt-containing water over levees is worth while—most of this can be done during rise in rivers by letting the muddy water through gates in the levees, at little expense, and, as the water stagnates and clarifies, the land will be built up rapidly.

Henry Loeb's suggestions are valuable and full of merit. The suggestion of five prizes is not bad, but any engineer should find greatest incentive, reward and pleasure in freely helping his fellow-men with his best wisdom, and even time, if possible, for alleviation and removal of such great evil.

Please, find enclosed a copy of an article on this subject which you published in March, 1916. Passing over the first half to the subject, "Erosion and Its Control": After 11 more years of consideration the impression has deepened and become fixed that this is the best, cheapest, most beneficial and even rapid and complete solution that is possible, along with other profitable methods of procedure, such as building new land areas and new deep harbors and navigable channels. The "Sugar Bowl" can be turned into an Eden, to raise and ship vegetables and fruit of immense value to the large cities along the rivers and canals. Reservoirs are valuable, but their lakes would average nearly full if used for electric power and give less flood relief than seems probable.

Horizontal cultivation and retention of soil with retardation of water can be applied at once as a powerful aid, and most profitably. Not only narrow rows of corn, cotton, etc., but also broad flats of alfalfa, clover and grain can be shaped to retard water flow and retain soil. Much more nitrogen from the air will enrich the soil from deep cultivation, and crop returns will be multiplied. Uncultivated lands can be profitably terraced by the United States and individual landowners and States; large gullies can be filled and reclaimed with branches of trees, or be prevented from forming, with little labor, and much value. Heavier grass and larger trees can result profitably from such work on uncultivated land. Cattle men can so help themselves and others, and they are broad-minded and liberal.

I said that the Government could not force people to horizontalize land; but it can induce them to do so without inflicting ruinous or unjust penalties.

I feel that already the people and the legislators are forgetting the horrors of the last flood.

Cement Survey by Arkansas University.

The Engineering Experiment Station of the University of Arkansas, under the direction of Dean W. N. Gladson, is making a survey to locate and test such deposits of materials suitable for making Portland cement as can be found in Arkansas near enough to transportation and fuel to be worthy of investigation by cement companies. It is the hope that a large cement plant may be located in the State.

[From the New York Herald-Tribune.]

President's View of Extra Session Vexing to South.

Mark Sullivan Says Leaders Resent Failure to Call Congress on Flood Relief During the Spring.

Cites Attitude of Smoot.

Sees Mr. Coolidge As Reluctant to Have the Situation Exploited for Politics.

By MARK SULLIVAN.

[Copyright, 1927, New York Tribune, Inc.]

Washington, D. C., July 24.—As regards the flooded regions in the South, the question of President Coolidge's calling or not calling an extra session of Congress in the fall makes less difference than the fact that he did not call it in the spring.

The difference between the October or November dates suggested by Senator Smoot for a special session and the first Monday in December, when the regular session will meet anyhow, would make little material difference in the date when Congress could act to relieve the South. Even Senator Smoot, as the outstanding advocate of an extra session, puts flood relief third on the program he suggests, in which he places a deficiency appropriation bill first and tax reduction second.

As regards President Coolidge's reluctance last spring as well as now to call a special session for flood relief, that incident is essentially past. There can be little doubt his resistancy followed by inaction has left an unpleasant taste in many parts of the South, including quarters of such responsibility as to command indisputable attention.

The MANUFACTURERS RECORD, published at Baltimore and devoted to the business interests of the South, is to that section rather more than "The Journal of Commerce" and "The Wall Street Journal" combined are to the New York business community. The MANUFACTURERS RECORD has steadily spoken of President Coolidge's failure to call a special session in terms which though deliberately restrained and temperate, have nevertheless contained sentiment of severe disappointment and disapproval.

It has canvassed congressmen, senators, governors, clergymen, philanthropists and business men and from many of them has printed expressions strongly sympathetic to the RECORD's conviction that President Coolidge and Congress should have acted immediately and generously. In recent issues, this outstanding exponent of Southern business has printed in heavy type on its covers a plea saying "once more we appeal in the name of humanity to President Coolidge to call an immediate session of Congress."

More recently other sources of opinion in the North as well as the South have been stirred by extensive accounts of the aftermath condition in the flooded area. This has moved the MANUFACTURERS RECORD to say, as late as this week: "We trust Mr. Coolidge's heart may be so deeply touched by the facts now coming to the front that, reversing his former decision, he will promptly call a special session."

It seems clear that because of the way the flood developed in unanticipated installments, the seriousness of the devastation was not wholly gathered, either by the President or by many others. Also, the early demands for a special session came chiefly from men in political life and were treated by

much of the Northern press as having in part at least a political motive. The arguments and pleas for a special session were not strong enough to overcome what was obviously one of President Coolidge's strong preoccupations, namely, to have Congress in session as little as possible, and to confine its sessions to those made imperative by the Constitution. It is undoubtedly this permanent conviction that has kept him in an unreceptive attitude of mind.

On one occasion during June Mr. Coolidge, in talking with newspapermen in Washington, gave tentative and strongly qualified assent to the notion that it might be desirable to have a special session a few weeks before the regular session in December. A little later Senator Smoot, coming from the White House after a talk with the President, made a definite prediction there would be a special session.

Smoot's assertion had hardly appeared in the Washington evening papers, when the White House gave out a definite statement contravening it. Many in Washington thought the White House statement reflected irritation. More recently, when Secretary Hoover was arriving at the President's vacation home to report on the flood, dispatches sent to Washington newspapers contained an innuendo that the President had taken pains to ask Mr. Hoover not to make any public declaration in favor of a special session.

As to specific reasons for the President's reluctance to call the proposed special session, one of the dispatches from Mr. Coolidge's vacation headquarters, presumably based on inference, said that the President feels sessions of Congress are disturbing to business. Another dispatch said: "The chief advisors of the Administration anticipate a Congress devoted to politics, agitation against a third term and the formation of campaign issues for next year. Therefore, unless something more urgent than now appears arises, the belief exists that President Coolidge will not call a special session."

The outstanding leader in favor of a special session is Senator Smoot. As a rule, leaders of Congress will take their attitude from the President's cue.

The willingness for an extra session among some of the rank and file of Congress is dictated mainly by personal considerations. Next year is the one in which their primaries and elections come. Consequently they would like to get back to their districts not later than June, and earlier if possible. Since there is an immense program of work for the coming Congress, they are willing it should begin a little earlier than December.

Walter Reed Hospital Contract Exceeds \$1,000,000.

Washington, D. C.—General contract has been awarded by the Constructing Quartermaster of the United States Army to the Fleisher Engineering and Construction Company of Chicago, at \$1,077,605, for construction work at Walter Reed Hospital in this city. The improvements will include east and west wing additions to the main building, connecting corridors, alterations to east and west pavilions, including utilities, mess and kitchen building. Work is expected to begin soon.

Natural Gas for San Angelo.

San Angelo, Texas.—Incorporated with a capital stock of \$125,000, the Western Gas Service Company of this city has taken over the local gas franchise of the San Angelo Gas Company and plans to bring natural gas into San Angelo by the middle of October. Incorporators of the new company include A. T. Knies, Barney Carter of Ranger, Texas, and Louis M. Roberts of New York. It is understood that Mr. Carter has a franchise for the city.

PLAN \$2,500,000 CHEMICAL PLANT AT CUMBERLAND.

Announcement Follows Acquisition of Celluloid Company by Celanese Corporation of America.

According to press reports, the Celanese Corporation of America, New York, plans to build a \$2,500,000 plant at Cumberland, Md., for the production of cellulose acetate, said to be used in the manufacture of non-inflammable celluloid and allied products. This announcement follows that of the merger of the Celluloid Company of Newark, N. J., with the Safety Celluloid Corporation, a subsidiary of the Celanese Corporation of America.

Confirming this merger, the Celluloid Company advises that the plant of the Celluloid Company at Newark will make non-inflammable film and celluloid from cellulose acetate produced by the Celanese Corporation of America. Both companies have valuable patent rights and it is suggested that the consolidated company will dominate the non-inflammable celluloid field. The Celanese Corporation is acquiring a majority interest in the Celluloid Company. Officers of the new corporation will include Robert Campbell, president; H. Soper and Charles F. Reeves, vice-presidents, and A. E. Cameron, secretary and treasurer.

As previously announced, the Celanese Corporation of America is enlarging its Celanese plant at Cumberland at a cost of \$5,500,000, and has already awarded contracts for four units.

Big Mallory Line Pier Opened at Galveston.

A fine illustrated folder commemorating the opening of the Mallory Line's new pier at Galveston, Texas, has been issued by the Galveston Wharf Company which built it, the principal officers of the company being George Sealy, president, and E. E. Gossrau, general manager. The floor area of this pier is 296,423 square feet and its capacity is 4,605,808 cubic feet. It was designed by a Galveston man—R. M. Sias, engineer of the wharf company—and Capt. N. J. Anderson, the wharf superintendent, designed and built the bulkheads and the aprons. Galveston men erected the pier. In its construction materials were used as follows: Cement, 185,578 sacks; steel, 2038 tons; shell, 46,000 yards; rock, 18,359 yards; sand, 11,941 yards; concrete piling, 159,420 feet; lumber for forms, 696,060 feet. The pier is more than a quarter of a mile long and is built of reinforced concrete. An elevator of 10 tons capacity serves the second story. The wharf company now has a long-time contract with the Mallory Line, whose tonnage they have handled for many years.

The folder also says that the Galveston Wharf Company is the largest and best customer of the city of Galveston; one-third of its entire property is owned by the citizens there and the five miles of developed piers composing the property have been built without expense to the city, which has received in taxes and dividends approximately \$4,000,000. Interesting data follow: Extent of land, 296 acres; covered wharves, 3,600,000 square feet; number of piers, 30; number of wharves, 15; miles of railroad, 50; ocean vessels loaded during the past year, 1215; loaded freight cars handled, 107,000; freight handled, 3,900,000 tons; value of freight, \$586,000,000.

In conjunction with the Cotton Concentration Company, with its six high-density compresses, the combined payroll for labor, drayage, etc., approximates \$3,000,000 per year, yet this does not include the large sums paid to longshoremen for loading and unloading vessels.

The front page of the folder carried a picture showing eight locomotives on as many of the company's terminal tracks all "rearing to go."

PRICE FIXING AND PRICE CUTTING INVESTIGATION BY FEDERAL TRADE COMMISSION.

An Apparent Reversal of Former Activities of That Body.

By GEORGE H. MANNING.

An end to price-cutting retailers and to the inability of manufacturers to maintain standard resale prices on their products may come in the near future as the result of the decision of the Federal Trade Commission to make a sweeping study of the whole problem with a view to recommending that Congress change the laws.

Acting entirely on its own initiative and by a unanimous resolution, the Trade Commission has instituted an investigation of resale price maintenance in all its phases. Its purpose will be to aid trade and industry in its attempts to fix retail prices and to make a report to Congress to serve as a basis for legislation on the subject.

To the man in the street this looks like a reversal of policy on the part of the Federal Trade Commission. Heretofore the Commission has been actively pursuing manufacturers, jobbers and trade associations like the New York Pharmaceutical Conference who have attempted in one way or another to protect their businesses from price cutters. However, the Commission was only carrying out its duties under the Act of Congress which created it to prevent what was considered unfair trade practices and unfair methods of competition. Of late the Commission has expressed an intention to be more active in another of its functions, that of being an impartial fact-finding body for Congress in the realm of trade and industry, and to be of more assistance in a positive rather than a negative way in the promotion of legitimate business practices.

This investigation of price maintenance practices and conditions is the natural outgrowth of two situations. One is the fact that no matter how active the Trade Commission is in attempting to stop price maintenance schemes it is unable to put an end to the practice. The other is that for several years there have been bills before Congress designed to permit price fixing to various extents, and there is a growing demand that such legislation be enacted. In spite of this there has been no thorough investigation of the economic causes of price cutting, its effect on business in general, or the necessity and results of price maintenance schemes. The Commission's investigation, therefore, is not only timely, but is expected to be a distinct contribution to an understanding of these phases of American business.

The resolution instituting the investigation was drawn and introduced by Commissioner Abram F. Myers, who before his appointment to the Commission was connected with the Department of Justice in its anti-trust cases and who has made a long study of price fixing. The investigation will be conducted by Dr. Francis Walker, chief economist of the Commission. No plans for the investigation have been outlined as yet, but it is supposed that information and advice will be sought from trade associations and manufacturers who are interested in price maintenance.

The Commission admits that resale price fixing presents the most perplexing question before it in its duties of maintaining free and open competition, and that it is probably the most important problem confronting distributors and trade and industrial associations. Conflicting decisions on the subject have been handed down by the courts and the line of demarcation between permissible and unlawful practices under the present laws is extremely hazy. Among commercial leaders there is a sharp division of opinion as to the extent to which prices can and should be regulated, and it is expected

that this investigation will go a long way toward clearing up these difficulties.

Some of the facts to be sought by the Trade Commission are the advantages and disadvantages of resale price maintenance to manufacturers, wholesalers and retailers; costs, margins and profits of manufacturers and distributors and the prices to consumers; causes and motives for price cutting by distributors; and the relation of retail price maintenance to the multiplication of distributors.

Notice has been taken by the Commission of the activities of the Proprietary Articles Trade Association in Canada and other British dominions, and the fact that studies of price maintenance are now in progress in other countries.

The resolution instituting the investigation reads:

"Whereas several bills providing for resale price maintenance have been introduced in Congress since 1920, including the Merritt bill, Kelly bill, the Wyant bill and the Williams bill; and

"Whereas in 1916 on a referendum of the Chamber of Commerce of the United States about 74 per cent of the votes cast were in favor of legislation permitting resale price maintenance; and

"Whereas in 1926 on a similar referendum about 54 per cent of the votes were in favor; and

"Whereas this Commission many years ago recommended that Congress enact legislation permitting resale price maintenance under certain conditions of Governmental control; and

"Whereas it seems probable that agitation for some legislation of this character will continue; and

"Whereas there has been no thorough and comprehensive investigation of the economic advantages and disadvantages of such legislation: therefore be it

Resolved, That the Chief Economist of the Commission be directed to inquire into the question of the maintenance of manufacturers' resale prices, both at wholesale and retail, and to report to the Commission:

"1. The advantages and disadvantages of resale price maintenance, (a) to competing manufacturers employing it and to other competing manufacturers, (b) to competing wholesalers and retailers employing it and to other competing wholesalers and retailers, (c) to the ultimate purchasers.

"2. The costs, profits and margins of manufacturers and distributors and the prices to consumers on competing price maintained and non-price maintained goods and particularly the relation of advertising expenses to such costs, profits, margins and prices.

"3. The causes and motives for price cutting by distributors, (a) in general, (b) below the total cost of the distributor, (c) below the purchase price paid by the distributor of goods; the justification for such price cutting, if any; the effect of price cutting on manufacturers, distributors and consumers particularly with reference to, (a) how far, if at all, price cutting increases volume of business for a distributor and offsets the decreased profit per unit, (b) how far, if at all, price cutting has eliminated manufacturers and distributors from business, (c) the effect of price cutting by distributors on the prices, profits and margins of manufacturers.

"4. The relation of resale price maintenance, if any, to the multiplication of distributors and, if such effect is found, the relation of this multiplication to the cost of marketing.

"5. Any other facts pertinent for the consideration of Congress with reference to legislation on this subject.

"6. The character of the legislation, if any, which should be recommended by the Commission."

It cannot be ascertained yet what effect this investigation will have on the action of Congress when it meets this winter. Obviously the Commission cannot complete its investigation for many months. Representative M. Clyde Kelley of Pennsylvania has announced that he will again introduce his "fair price" bill at the coming session of Congress, but in view of the Commission's action he may think it advisable to wait until its report is received. Representative Schuyler Merritt of Connecticut is also a student of price maintenance and has repeatedly introduced a bill of his own. Several other bills in various forms have been introduced in recent sessions and the House Committee on Interstate and Foreign Commerce last year considered the matter at length.

Fort Worth Advancing in Building and Industry.

NEW SCHOOLS AND HOSPITALS, HOTELS, OFFICE BUILDINGS AND OTHER IMPRESSIVE STRUCTURES GIVE INDEX OF CITY'S PROGRESS.

By MYRON F. WARD, Chamber of Commerce, Fort Worth, Texas.

Visitors to Fort Worth can gain no quicker realization of its growth in the past 10 years than by a visit to the broad area that was once Camp Bowie and the home of the Thirty-sixth Division. Thousands of residences now occupy the site, and it is interesting to note that the largest voting precinct in Tarrant county is in this area. This former home of Texas and Oklahoma National Guard units has disappeared in the advancement of Fort Worth, just as marks of the famous Chisholm Trail over which countless thousands of longhorn cattle marched through Fort Worth in the early days have been erased in the growth of its business structures.

Each year finds Fort Worth making notable development, its business structures cutting the skyline, its population increasing and its opportunities expanding. Last year the city's building permits totaled \$17,022,486 and for the past five years permits have averaged \$12,481,057. The latest additions to Fort Worth's business skyline have come this spring with the 18-story Medical Arts Building, the 18-story Worth Hotel, which adjoins a theater under construction, to seat 4200, the 14-story Petroleum Building, two telephone exchange buildings, five buildings to house automobile agencies and extensive hospital and school buildings.

A \$750,000 addition to one of the five high schools and construction of three junior high schools at an average cost of \$310,000 each, feature completion this year of a \$2,750,000 program of the Board of Education. The city government has been engaged in carrying on a series of improvements made possible by a bond issue of \$7,659,000, voted two years ago, some of which work is still under way.

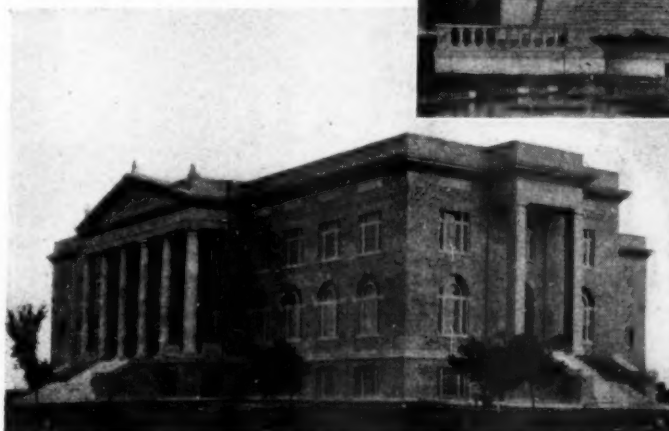
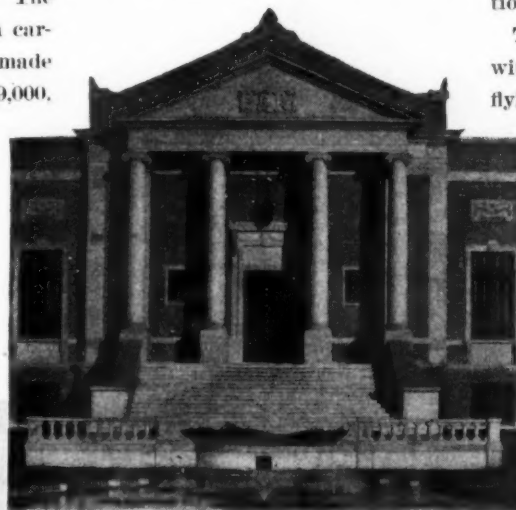
The new eight-story Methodist Hospital costing \$1,000,000 and occupying a block will be opened this fall. A \$650,000 Memorial hospital, with an endowment of \$500,000, is being built by Mrs.

W. I. Cook, and St. Joseph's Hospital will open this summer its five-story addition, costing \$500,000. A recreation center built this year at Lake Worth at a cost of nearly \$500,000 by a corporation to which the city turned over the job of creating an amusement center, including swimming, is considered one of the biggest things of its kind in the South.

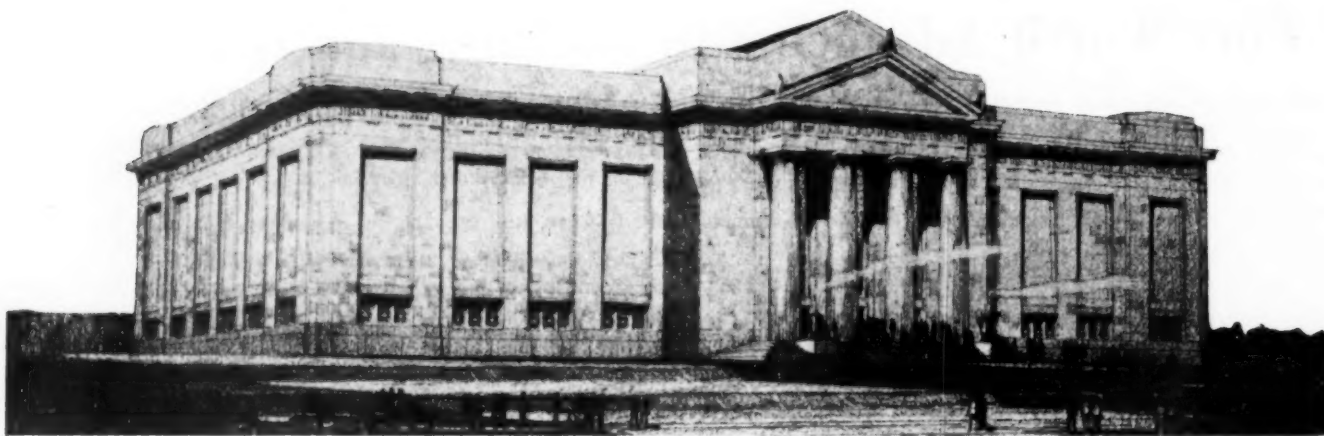
Work is under way on the new Texas and Pacific yards, to be 900 feet wide and 4 miles long, making them not only the largest in the South, but, with roundhouse and shops, will make them rank among the largest and best equipped in the country. Physical construction calls for an expenditure of more than \$4,500,000, and while the yards will be opened at the end of the year, the entire job will not be completed for nearly twelve months more. The grading, soon to be completed, means the removal of more than 1,000,000 cubic yards of earth, all of which will be used in making fills and a gravity switching hump.

In the past 10 years Fort Worth has spent on its city parks \$1,700,000 and increased their acreage from 3000 to 4014. Its recreation department has contributed to the happiness of the citizens and especially the children, being supported as is the library by a fraction of the city's tax rate. In spite of the majestic structures that have gone up here in the last three or four years, there is no greater indication of growth than in wide areas that have been built into residence sections.

The close of the war found Fort Worth with Camp Bowie at its left, three large flying fields near by and an added population needing both office space and homes. New oil fields centered their operations at Fort Worth and the demand for room was unprecedented. The answer came in a building program that in 1919 and 1920 gave the city a building permit total of \$29,430,-



Upper—Mary Couts Burnett Library of Texas Christian University.
Left—Cowden Hall at Baptist Seminary. Right—Senior High School Building.



MASONIC TEMPLE TO BE ERECTED AT COST OF \$1,000,000.

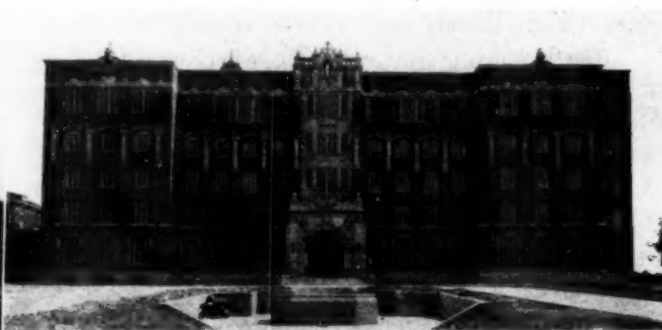
983. There were erected two bank buildings, one 20 and one 22 stories, the 14-story Texas Hotel with 600 rooms was built with Fort Worth money in a citizens' hotel company. A brick apartment house five stories high and containing 115 apartments was another item. A 10-story office building was built to house grain and cotton firms and their exchange.

The city grew from month to month as if a magic carpet were being spread. And five years later Fort Worth's mayor

grain elevator facilities of Fort Worth have increased more than 250 per cent to a present capacity of only a few bushels less than 10,000,000. Four years ago two large elevators were erected on the south side and both of these have since made additions twice, one now having a capacity of 3,500,000 bushels and the other nearly that much. Last year there were inspected a total of 34,684 cars of grain here. Ten years ago the number inspected was 7516. The increase is



\$650,000 COOK MEMORIAL HOSPITAL.



\$500,000 ST. JOSEPH'S HOSPITAL.

welcomed outside gatherings here by telling them that its growth still called for an average of 145 new homes a month. Industry was not idle, nor has it ever been in Fort Worth. Millions of dollars were put into oil refineries and pipe lines. The Government put nearly \$5,000,000 into the United States Helium Production Plant at the north edge of the city and for a pipe line to Petrolia, Texas. This plant remains the only one of its kind in the world.

Factories increased steadily and during the past six years

due to the great strides made in West Texas agricultural developments and in a lesser degree to better market facilities at this point, which is the largest grain center in the South with the greatest elevator storage capacity.

In addition to elevator capacity, storage for more than 1,500,000 bushels has been provided by warehouse. The city has 10 elevators, 3 flour mills whose capacity totals 2700 barrels a day and 6 feed plants. A large amount of business is done by plants making prepared stock and poultry feed;



LARGE PLANT FOR REFINING CRUDE OIL.

this industry has made big strides in the past five years. Two years ago a cement plant costing \$1,750,000 was erected two miles north of the city. A cotton mill turning out cord fabric was erected at the same time at a cost of \$1,122,000. The Fort Worth Club Building covering one-half block and costing \$1,500,000 was built on land that sold 75 years ago for 30 cents an acre.

At the Masonic home and school the fraternity has expended in improvements and additions \$750,000 in the past six years, and at Southwestern Baptist Theological Seminary

a new music hall and auditorium has been completed as a memorial gift from Mrs. George Cowden at a cost of \$270,000, while another item of construction is a sewage disposal plant built five years ago at a cost of \$1,000,000.

But it is not easy to name individually those big things that have meant so much to Fort Worth in the past 10 years. There have been many factories, more work, more homes, more retail stores and more wholesale houses. Perhaps some of the things in Fort Worth's near future will furnish more interesting reading than its past growth. It has many fam-

*Impressive
Group
of
Fort Worth
Hotels
and
Office
Buildings.*



New Worth Hotel
Club Building at Right and Texas Theater
in Rear.



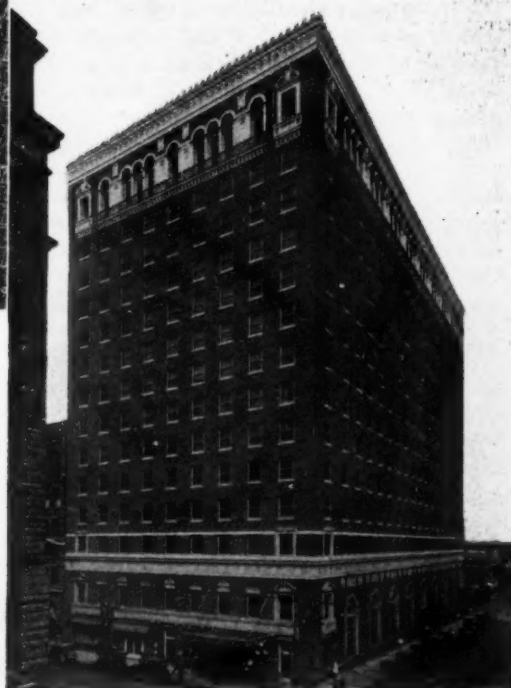
**\$1,500,000 Fort Worth Club
Building**
Recently Completed.



Petroleum Building



W. T. Waggoner Building



New Texas Hotel



ONE OF THE MANY LARGE GRAIN ELEVATORS.

illies that were made wealthy by cattle, land, oil or business. And from these the city in late years has received a number of valuable gifts. Texas Christian University has recently been given an endowment by Mrs. Mary Coutts Burnett of more than \$4,000,000, but because of oil on ranch land involved in the gift. It may amount to \$15,000,000 in a few years. A year ago Mrs. Burnett gave the university a library costing \$150,000, and her husband, S. B. Burnett, before his death, gave the city an entire block of land adjacent to the business district and \$50,000 with which to improve it as a park. Mrs. Winfield Scott gave her former homestead property, also near the business section, as a site on which was erected the new \$300,000 Y. M. C. A. building. The new hospital already mentioned, which is being erected across the street from the site of the proposed \$1,000,000 Masonic Temple, by Mrs. W. I. Cook as a memorial to her husband, comes from ranch and oil money derived from a ranch near Albany, Texas.

One item of constructive work completed more than two



\$1,000,000 METHODIST HOSPITAL TO BE OPENED THIS FALL.

years ago that does not appear in statistics was the adoption of the city manager form of government. Business men form the membership of the City Council and the city manager has sufficient power to hold the executive reins of the administration while being subject to the council. The police and fire departments are under civil service rules and their *esprit de corps* was never better. The Department of Public Health and Welfare has become what its name indicates; it has taken over the city charitable work. Notable in the changes at the city hall is the improved functioning of the engineering department. Fort Worth today offers one of the best illustrations in the country of the value of the city manager form of government and there appears not the least indication that the system will ever be changed.

The big, well-built courthouse of red granite at the head of Main street and looking backward on Paddock Viaduct stands as a reminder of Fort Worth's growing

future. When that building was erected the county judge and commissioners were all voted out of office at the next election, because the average voter thought they had built a structure entirely too large, that the space would never be needed, and that money had been wasted. But 10 years ago there was need for more space and the seven-story Criminal Courts Building was planned; it was built in 1919 at a cost of \$450,000 and now houses also the jail.

Fort Worth has an 18-hole municipal golf links, two country clubs, each with 18-hole courses constructed in the past three years, and making a total of six 18-hole courses for the city.

Baltimore Company to Build \$1,000,000 Steamer—Contract Let.

At an estimated cost of more than \$1,000,000, the Baltimore Steam Packet Company of Baltimore has awarded contract to the Pusey and Jones Corporation of Wilmington, Del., for the construction of a new steamer which will be a duplicate of the steamers State of Maryland and State of Virginia, both in the fleet of the Baltimore Steam Packet Company and built in 1922 and 1923 by the Wilmington corporation. The new vessel will have a length over all of 330 feet, with a length of 320 feet between perpendiculars, beam over guards of 58 feet and molded depth of 18 feet. It will be of the single-screw type propelled by a four-cylinder triple expansion engine to be supplied by four Scotch boilers. The vessel will be operated between Baltimore and Norfolk and will be equipped with all modern conveniences for passenger and freight traffic.

Lancashire Cotton Dividends.

An average dividend of 8.63 per cent per annum was paid by 23 Lancashire cotton-spinning companies for the three months ended June. A similar average was paid by the same companies for the previous quarter. For the six months ended June, 49 companies paid an average of 2.96 per cent, against 2.78 for the half-year ended December 31, 1926.

Lake Cargo Coal Rate War Is Renewed.

ONLY NOMINAL VICTORY INDICATED AT PRESENT FOR SOUTHERN FIELDS—REDUCTION OF 20 CENTS A TON.

[Special Correspondence Manufacturers Record.]

Washington, August 1.

The Southern bituminous coal fields are again victors in their fight with the Northern fields for the lucrative lake cargo coal trade. Against the advice of the Interstate Commerce Commission the railroads serving the Southern fields have published tariffs reducing the freight rate 20 cents a ton, the same reduction which the Commission recently ordered for the Northern fields.

This move means that the Commission's decision decided nothing, that the Southern railroads are not going to let the matter rest but are determined to make the Commission consider aspects of the problem which were not in issue in the previous long-continued case. It means that the Commission's order has been nullified and that there is no change in the relationship between the Northern and Southern fields in reaching the market for soft coal moving by boat to the head of the Lakes for distribution in the Northwest States.

The victory of the Southern fields, however, may be only a paper victory for some time. There is every indication that the I. C. C. will suspend the operation of the tariffs embodying the reductions, and this will involve months of litigation, taking of testimony and study of rates, with the outcome in doubt. But in the forthcoming fight the Southern fields and the railroads serving them will have the strategic advantage of being on the offensive, whereas previously the Northern fields have been on the offensive.

On May 28 the I. C. C. made public its decision in the famous Lake Cargo Coal Rate case, and ordered a reduction of 20 cents per ton in the freight rate on bituminous coal destined for shipside at Lake Erie ports shipped from the Pittsburgh mining district and other districts in Southwestern Pennsylvania and Southeastern Ohio. Certain districts taking a differential on Pittsburgh shared in the reduction, and the order permitted a reduction of ten cents per ton on shipments from the Fairmont district in Northern West Virginia. The order was effective August 10, and the tariffs embodying the changes have already been published by the railroads serving the Northern fields.

The complaining Northern districts had declared that whereas they formerly filled almost the entire lake cargo market they had now lost the major part of it to the Southern fields of Southwestern Virginia, Southern West Virginia, Eastern Kentucky, and Tennessee, and they attributed this to the freight relationship. The Southern fields, intervening in the case, contended that the rate relationship was proper and that the condition was due to economic causes such as Pittsburgh's union wage scale, lack of modern mining machinery, practices and accounting, and exhaustion of the richest veins. The rates from the Southern fields were not directly in issue, but the Commission said:

"We do not regard the present relationships between the rates from the complaining Pittsburgh-Ohio districts and the Southern districts as proper, but the reductions required in the rates from the Pittsburgh and Ohio districts will go far toward removing the alleged undue prejudice in those districts. * * * It is expected, however, that the carriers will increase the differentials between the above-mentioned districts and the Southern districts by the amount of the reduction in the rates from the former.

"Under the issues now presented, it is unnecessary for us to consider whether the rates from the Southern dis-

tricts are lower than reasonable minima, but we are of the opinion that the carriers would not be justified in reducing the present rates from those districts."

The regard, expectation and opinion of the Commission expressed in those three sentences was not shared nor accepted by the Southern railroads.

The Chesapeake and Ohio system on July 28 filed tariffs embodying reductions of 20 cents per ton on lake cargo coal from all mining districts served by it, the tariffs to be effective within the statutory period of 30 days, or on August 28. The following day tariffs were filed on behalf of the Norfolk and Western, the Virginian, the Louisville and Nashville and the Southern railways, making the same reduction from the mines served by them.

The reduction is a flat 20 cents a ton, regardless of the difference in rates. From practically all the fields of Southern West Virginia and Eastern Kentucky this will make the rate \$1.71 a ton, while the Pocahontas district and other more distant mines in Southwest Virginia and Tennessee will have a rate of \$1.86 per ton. The reduction given Pittsburgh gives it a rate of \$1.46 a ton, while the Ohio fields get \$1.43 per ton. Fairmont's rate was fixed by the I. C. C. at \$1.71 per ton, and the Connellsville district rate was set at \$1.56 per ton. These rates are all to ship-side at Lake Erie ports, the local delivery rates in the port cities not being in issue.

The reduction of the Northern fields goes into effect August 10. The reductions of the Southern fields are filed to take effect August 28 and 29. Up until ten days before a tariff becomes effective, in this case, August 18, any interested parties may file protests with the I. C. C. asking that it be suspended until a thorough investigation of its necessity and effect may be made. Beyond doubt the Northern fields will protest these Southern tariffs, and the Commission will find the necessary "good cause appearing" to suspend them. The Commission might even suspend them on its own motion. A tariff is usually suspended for four months, and may then be re-suspended, and the carriers usually voluntarily further suspend their tariffs if the investigation has not then been completed.

When the Commission first issued its order in the Lake Cargo case the operators of the Southern fields met with officials of the railroads serving them in an effort to secure a comparable reduction. The operators declared they might absorb a part of the difference, but that if Pittsburgh were to continue with its new 20-cent differential under its old rate the Southern fields could no longer compete in shipping to the Lakes.

Later it was reported that the Southern carriers had agreed to split the difference, and would reduce their Lake cargo rate ten cents per ton. Their reason for making the complete reduction has not been explained, but it may be supposed that since they were certain their tariffs would be suspended they decided to make a complete case of it and let the Interstate Commerce Commission decide what are the reasonable maximum or minimum rates from the various districts and the proper differentials between competing groups.

The Liberty Casket Manufacturing Company, Houston, Texas, has completed a factory in that city and has begun the manufacture of caskets.

Pittsburgh Leaders in Finance and Industry to Tour South.

Still another educational incursion of the South by industrial and business leaders of other sections is announced as under contemplation, this latest adventure in search of information being planned by "a mission of leading Pittsburgh (Pa.) district business, financial, manufacturing and public service executives," as "Greater Pittsburgh," the official organ of the Pittsburgh Chamber of Commerce, explains it. The tour is expected to be made in the late fall, by special train, and the party will be limited to "presidents, vice-presidents and other high executive officers of the Pittsburgh industries, commercial firms, public service utilities, financial institutions and public groups."

"The idea," says A. W. Robertson, president of the Philadelphia Trust Company of Pittsburgh, "is not that of conducting the familiar 'trade tour' to sell Pittsburgh to outside communities, but of taking a representative group of high executives from Pittsburgh to cities as far South as New Orleans and as far West as Houston, to have the enterprising people of those communities instruct us in the progress they have been making in recent years toward bettering their several communities in every way. It is not the thought to make it a trip to boom Pittsburgh, but to permit the leading citizens of the principal cities in the South and Southwest to boost their accomplishments and exhibit their achievements to us for our mutual benefit."

The suggestion for this tour originated in the Pittsburgh Chamber of Commerce, of which Mr. Robertson is a director, and was tentatively adopted at a recent meeting at which a preliminary committee was named, including such men of prominence as:

Taylor Alderdice, president, National Tube Company.
Charles D. Armstrong, president, Armstrong Cork Company.

Edward V. Babcock, president, Babcock Lumber Company.
A. E. Braun, president, Farmers Deposit National Bank.
Charles A. Brooks, vice-president, Atlantic and Pacific Tea Company.

A. H. Burchfield, vice-president, Joseph Horne Company.
James Francis Burke, attorney-at-law.
L. H. Burnett, assistant to president, Carnegie Steel Company.

J. Dawson Callery, president, Diamond National Bank.
John F. Casey, president, J. F. Casey Company.
William L. Clause, chairman, Pittsburgh Plate Glass Company.

William G. Clyde, president, Carnegie Steel Company.
F. J. Chesterman, vice-president, Bell Telephone Company.
J. Y. Chidester, editor, Pittsburgh Press.
Harry Dangerfield, treasurer, Reymers & Bros., Inc.
George S. Davison, president, Gulf Refining Company.
A. N. Diehl, vice-president, Carnegie Steel Company.
Charles Donley, counsellor of traffic.

F. R. Dravo, president, Dravo Contracting Company.
Thomas A. Dunn, general manager, Consolidated Ice Company.

John P. Eichleay, president, John Eichleay, Jr., Company.
J. Rogers Flannery, American Vanadium Company.
Rex Flinn, chairman, Booth & Flinn, Ltd.
Isaac W. Frank, chairman, United Engineering & Foundry Co.

George M. Gadsby, president, West Penn Power Company.
Robert Garland, Garland Manufacturing Company.
T. D. Gaylor, vice-president, Westinghouse Electric and Manufacturing Co.

Howard Heinz, president, H. J. Heinz Company.
J. H. Hillman, Jr., chairman, First National Bank.
A. L. Humphrey, president, Westinghouse Air Brake Company.

Roy A. Hunt, Aluminum Company of America.
Morris Knowles, consulting engineer.
F. J. Kress, president, F. J. Kress Box Company.
Frank J. Lanahan, president, Fort Pitt Malleable Iron Company.

Frank Wilbur Main, Main & Co.
H. H. McClintic, president, McClintic-Marshall Construction Company.

R. B. Mellon, president, Mellon National Bank.
R. K. Mellon, cashier, Mellon National Bank.
William L. Monro, president, American Window Glass Co.
J. D. A. Morrow, president, Pittsburgh Coal Company.
W. T. Mossman, advertising manager, Jones & Laughlin Steel Corp.
W. L. Mellon, Gulf Refining Company.
Harry W. Neely, vice-president, Pittsburgh Chamber of Commerce.
Harrison Nesbit, president, Bank of Pittsburgh, N. A.
J. B. Nettle, traffic manager, Pittsburgh & Lake Erie Railroad.
Frank F. Nicola, president, Nicola Brothers Company.
August K. Oliver, vice-president, Newspaper Printing Company.
Marcus Rauh, Rauh Brothers & Co.
A. W. Robertson, president Philadelphia Company.
William B. Rogers, president Rogers Sand Company.
Walter Rosenbaum, president, Rosenbaum Company.
William F. Rust, vice-president, Koppers Company.
Alex B. Shephard, president, Monongahela Connecting Railroad.
Joe T. Taylor, J. T. Taylor Brokerage Company.
John B. Tonkin, vice-president, Peoples Natural Gas Company.
George R. Wallace, attorney-at-law.
E. T. Whiter, vice-president, Pennsylvania Railroad.
Edward A. Woods, president, E. A. Woods Company.

This proposed tour will follow on the heels of several others of like nature in recent months, prominent among which was a visit of New England industrial and commercial leaders to the South, to learn about that section. Genuine enthusiasm over that trip was expressed recently by Governor Ralph O. Brewster of Maine to a representative of the MANUFACTURERS RECORD, and Governor Brewster also felt that the tour had gone far toward broadening and strengthening a feeling of mutual understanding, goodwill and business reciprocity between New England and the South.

Still another trip of much the same nature was made recently by Northern and other industrial leaders as guests of the Tennessee Products Corporation, one of the greatest enterprises in the South. These visitors not only inspected the properties of this great concern, but also learned much about other Southern industries, and were urged by officials of the Products Corporation to visit other Southern States and see and learn what the South is doing.

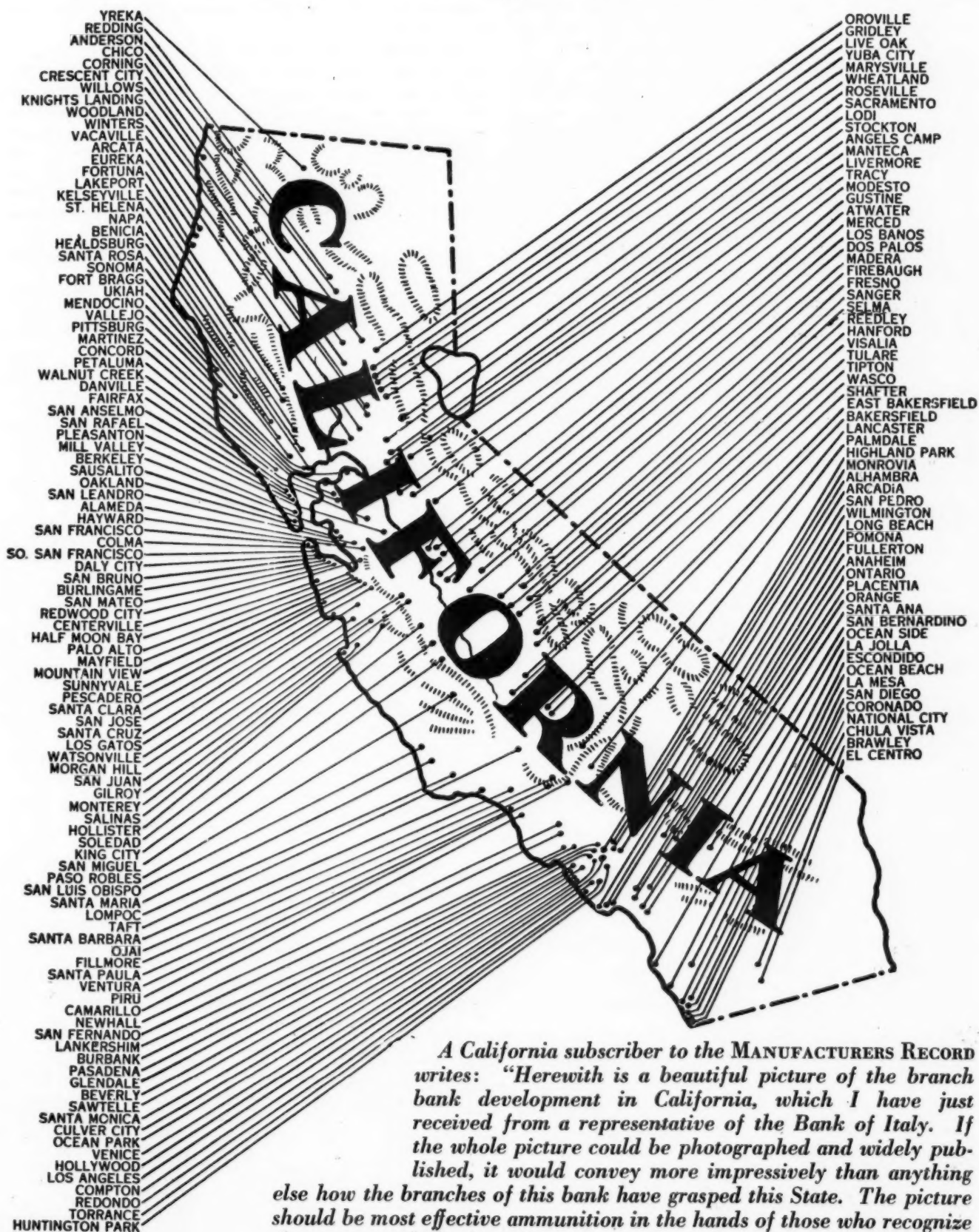
In the proposed Pittsburgh trip, according to Mr. Robertson, a study also will be made of waterways improvements that have been accomplished by cities along the Ohio and Mississippi Rivers. "It is understood," says Mr. Robertson, "that great forward strides have been made by a number of the leading river communities in developing the use of the rivers as trunk line freight routes supplementary to the railroads, and it is believed that Pittsburgh may learn something to its community advantage from this recent development of distributing facilities."

Banking methods, agricultural methods, manufacturing progress and late developments in mining and oil production and business developments also will be studied by the party and by groups of the party especially interested in certain phases of Southern and Southwestern development.

Contract for \$225,000 Railroad Depot and Office Building.

Biltmore, N. C.—General contract has been awarded by the Southern Railway system, G. L. Sitton, chief engineer, Lines East, Charlotte, N. C., to John P. Pettyjohn & Co., Lynchburg, Va., for the erection of a freight depot and office building here to cost approximately \$225,000. The former will be 323 by 50 feet, of concrete and brick construction, with built-up roof, steel rolling doors and concrete floors. Platforms will be 680 by 20 feet, with a covered-end platform 20 by 204 feet, and paved teamways leading to them. The office building will be 50 by 50 feet, two stories.

Branch Bank Development in California.



A California subscriber to the MANUFACTURERS RECORD writes: "Herewith is a beautiful picture of the branch bank development in California, which I have just received from a representative of the Bank of Italy. If the whole picture could be photographed and widely published, it would convey more impressively than anything

else how the branches of this bank have grasped this State. The picture should be most effective ammunition in the hands of those who recognize the menace of the branch bank system, and would take measures to

check its growth. At the rate the Bank of Italy continues to absorb large and small banks throughout California, the next picture will be so closely lined as to be almost solid black. And later, if the reported ambitions of its directorate shall be realized, the lines will embrace many banks all across the continent. A corner on money is a corner on all corners combined."

500-Car Garage in Memphis.

Memphis, Tenn., August 1.—The National Memphis Garage, an 8-story 500-car structure, 100 by 150 feet, was recently completed here. It is located at the corner of Front street and Court avenue, and embodies the latest type of ramp construction and affords splendid facilities for the storage of automobiles. A double ramp system is used, one ramp



500-CAR GARAGE RECENTLY COMPLETED AT MEMPHIS.

being above the other and both ramps open out on the Front street side. All ramps are banked to provide a maximum ease in travel. The first story is arranged for use as stores, except the space immediately adjoining the garage entrance, which is used as a filling station, and the center space on Court avenue, which is used as the garage lobby and contains the formal offices and waiting rooms.

The exterior is faced on the two street sides with face brick and is trimmed with cast stone. The entire first story is finished in Indiana limestone. Steel sash was used throughout and the entire interior of the garage is painted. Particular attention was paid to the design of the lobby, general offices and waiting rooms, to make them com-

fortable and restful. The floors are terrazzo and the rooms are completely finished and furnished. Not only are rest rooms provided for transients, but also the comfort of the employes has been considered, shower baths being provided for their use.

The garage is owned by the National Memphis Garages, Inc., of which Fred Callahan is president. It is being operated by the National Garages, Inc., of Detroit, Mich., who run a chain of garages over the country. The building was financed by Caldwell & Company of Nashville, Tenn. Marr & Holman of Nashville were the architects and Gauger-Korsmo Construction Company of Memphis, the general contractors. The structural design was by Wilson-Weesner & Wilkinson of Nashville. The following firms cooperated on the work:

Steel sash, face brick, roofing, etc.—Fischer Lime & Cement Company, Memphis, Tenn.

Reinforcing steel—LaCled Steel Company, St. Louis, Missouri.

Metal column forms—DesLauriers Metal Products Co., Detroit, Mich.

Lumber—York Mill & Lumber Co., Memphis.

Hauling—Miller & Graham, Memphis.

Cut stone—Central Cut Stone Company, Memphis.

Cast stone—White Stone Company, Memphis.

Sheet metal work—Dave Dermon Co., Memphis.

Structural steel and miscellaneous iron—Tri-State Iron Works, Memphis.

Millwork—Cole Manufacturing Co., Memphis.

Glass and glazing—Binswanger & Company, Memphis.

Plastering—A. G. Hopton, Memphis.

Painting—Memphis Painting Co., Memphis.

Terrazzo—Central Mosaic Marble & Tile Co., Memphis.

Metal doors and partition—Southern Building Supply Co., Memphis.

Elevator doors—Miller-Cochran Co., Memphis.

Finish hardware—Stewart Bros. Hardware Co., Memphis.

Fire fighting equipment—L. S. Akers & Co., Memphis.

Gas tanks and dust chute—Dan Shea Boiler Works, Memphis.

Garage door hardware—R. V. Harty Company, Detroit.

Hanging brick scaffold—Patent Scaffolding Co., Atlanta, Georgia.

Column clamps—Symons Clamp and Manufacturing Co., Chicago, Ill.

Roos shores—H. W. Roos Co., Cincinnati, Ohio.

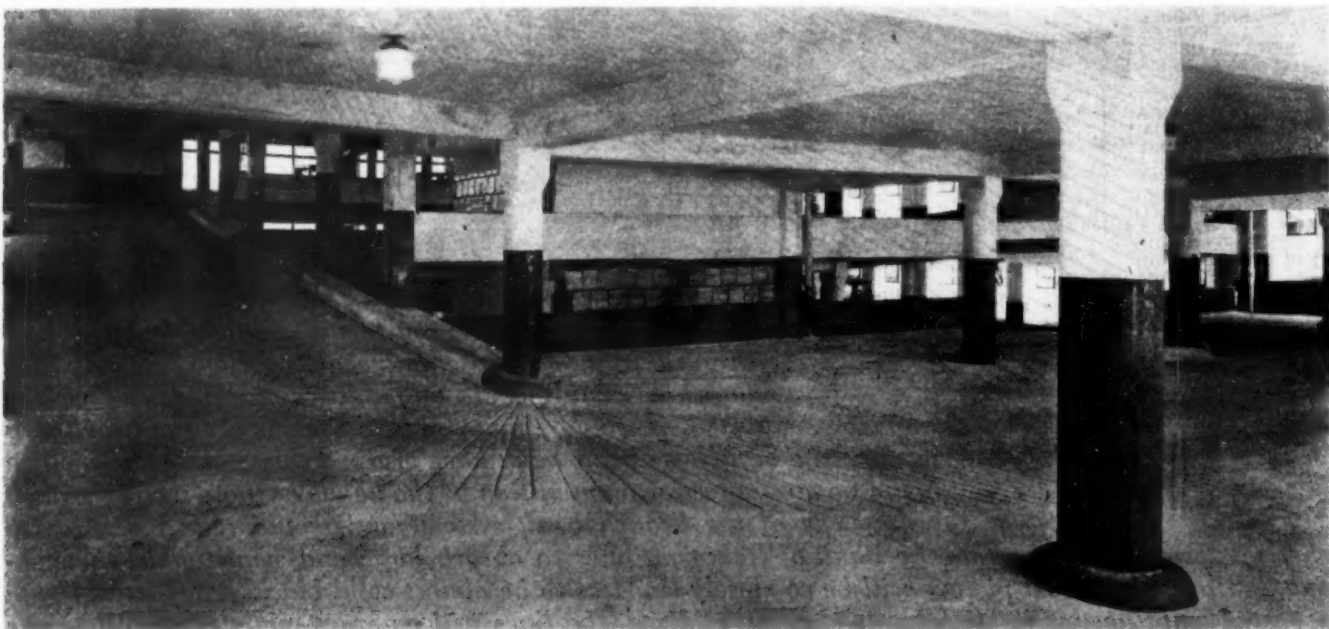
Heating—Hughes Heating Co., Memphis.

Plumbing—Hull Plumbing & Heating Co., Memphis.

Electrical work—Dawkins Electric Co., Memphis.

Electrical fixtures—Riechman-Crosby Co., Memphis.

Elevators—Otis Elevator Company, Memphis.



SHOWING DOUBLE-RAMP SYSTEM IN THE NEW GARAGE.

Too Rapid Development of the Southern Peach Industry Suggests Period of Readjustment.

By LYNWOOD W. GRAY, Fort Valley, Ga.

The peach industry in the South returns to the growers upwards of \$30,000,000 annually. Like cotton, it offers a cash crop, and in an effort to diversify, a great many commercial orchards have come into existence.

The recent rapidity with which the Southern peach industry has gone forward has caused some speculation as to a probable overproduction. Although extreme production has failed to materialize, the grower has placed upon himself—a selling problem.

During the past decade there has, for various economic reasons, been some shifting of the large peach centers of the country until the Southeast has become the field of greatest activity. At one time Texas, Missouri and Arkansas had some 30,000,000 peach trees producing 15,000,000 bushels of peaches annually. By 1924 they had diminished to 11,000,000 trees producing only 5,000,000 bushels. Further figures supplied by the United States Department of Agriculture show that Georgia, Alabama, North and South Carolina now have around 24,000,000 peach trees capable of producing 15,000,000 to 18,000,000 bushels of peaches annually.

Georgia with a potential production from 16,000,000 trees will be the largest producer of peaches of any State in the Union. California held this distinction for a number of years. As a shipper of fresh peaches, California is not a large factor, 90 per cent of its production is either canned or dried.

Considerable research work has been done by the Department of Agriculture in connection with the Macon Chamber of Commerce and the Georgia Peach Growers Exchange looking to the possibilities of canning the Southern peach and the development of its by-products. Nothing material has been announced so far though it is expected before another season valuable information will be available.

Upon further investigation it is found that the number of peach trees in the entire United States diminished rapidly in the past 20 years. In 1909 there were 137,000,000 trees and 10 years later, in 1919, there were only 87,000,000 trees. It does not follow that there has been a corresponding decrease in production as faster and better cultural methods have kept the production normal.

Due to improved methods a car load of peaches is now produced on 3 acres, whereas it formerly required 10 acres. We are advised by the Bureau of Economics that increased production may be expected due to extensive planting of young orchards in the Southeastern States. Georgia shipped around 6000 cars in 1920, around 13,500 in 1924, approximately 18,000 cars in 1926 and probably 12,000 cars in 1927. There are factors in the way of frosts and freezes beyond the control of the grower that tend to alter the ratio of increase, but the trend is upward. The enormous production of 64,000,000 bushels in 1915 has never been surpassed except for the one season of 1926 and that by a small margin. The present prospects of the 1927 crop indicate that it will fall short of the 1915 production by some 20 to 25 per cent.

Information from Tennessee indicates considerable shortage of the 1927 crop over 1925-26. The same is probably true of North and South Carolina. The shifting peach centers, or rather the decreasing production of these centers reduce the distribution area, as it is often difficult to supply remote territory that had formerly drawn their supply from their own production.

The overproduction idea is only one of the many factors that tend to produce the present peach problem. The

enormously increased costs of all items incident to the production, transportation and marketing of the Southern peach is a vital factor contributing largely to these problems, and the revenues derived are frequently not sufficient to compensate for the increased costs.

From the present outlook the peach industry will not justify any further expansion. It is now going through an economic cycle of re-adjustment and will sooner or later stabilize itself again into a generally profitable industry. The elimination of orchards that are not paying, the strict adherence to proper grading, the elimination of all inferior quality, will keep individual operations on a profitable basis.

The commercial value of the Southern peach industry will be influenced through the control of production either by natural or artificial means and the quality of the product placed upon the market. The price that the grower will receive depends entirely upon their effort in meeting the demands of a discriminating buying public.

The American Rolling Mill Company Enters Europe on a Big Scale.

Arrangements have recently been completed between The Armco International Corporation, export subsidiary of The American Rolling Mill Company, and Vereinigte-Stahlwerke, of Germany, for the manufacture of Armco ingot iron in the latter country.

Vereinigte-Stahlwerke was organized in 1926 combining the assets and businesses of four of the leading German coal, iron, and steel concerns, viz., the Rheinische Union, Thyssen, Phoenix and Rheinstahl. These groups with their great plants on the lower Rhine and on the Ruhr river have for years held a dominating position in the German steel industry. Their combination constitutes what is described as the largest industrial unit outside the United States, with a total valuation of properties estimated at more than \$500,000,000. This group is known as the big steel corporation of Germany. Their mines and plants with few exceptions are equipped with modern machinery and operated economically and efficiently. The properties are well maintained, in an excellent state of repair, and in all ways compare favorably with the best of similar units in the United States, it is declared.

The production of Armco ingot iron by this organization brings all operations from ore to finished product under one control. The group owns and operates coal mines, coke ovens, blast furnaces, steel plants, and rolling mills of all types, with a total estimated annual capacity of 37,000,000 tons of coal, 9,000,000 tons of pig iron and 8,000,000 tons of ingots and castings. Approximately 164,000 men are on its payroll. Its finishing facilities will supply Armco ingot iron in practically all products at present manufactured from mild steel, such as rails, sections, tubes, sheets, wire, plates, pipe lines, etc.

The Armco ingot iron produced by Vereinigte-Stahlwerke will be sold by Armco-Eisen Gesellschaft m. b. H., of Cologne, a company organized by the Armco International Corporation for this particular purpose. Through the addition of this latest connection, The Armco International Corporation completes the rounding out of its foreign producing connections and Armco products will hereafter be manufactured in the United Kingdom, France, Belgium, and Germany, in addition to the original plants in the United States.

Through association with Vereinigte-Stahlwerke, The Armco International Corporation greatly improves its opportunity to serve its customers in important Continental countries, such as Germany, Austria, Switzerland, Holland, Denmark, Norway, Sweden, Russia, Poland, Czechoslovakia, Hungary, Rumania, Bulgaria, etc.

Boll Weevil Status.

By C. A. WHITTLE.

From Federal and State entomologists who collect data on boll weevil infestation throughout the South, warnings come that considerable damage may be expected over a large section of the cotton belt before the season ends. Generally speaking, the greatest damage is expected in the lower half of the belt. In most of the upper belt not enough weevils have appeared to indicate widespread serious damage. But even in the lower belt the bottom crop and some of the middle crop are considered sufficiently advanced to be out of danger. The immunity of that portion of the crop is to be attributed to the drouth in the spring. This prevented many of the early laid eggs of the weevil from hatching thus reducing the number of first generation weevils and their damage.

Weather conditions in much of Texas have been unusually favorable for weevil propagation and, as a consequence, more damage from the insect is occurring in that great cotton empire than usual. Oklahoma is apparently not seriously threatened. Arkansas is considered in far more weevil danger than usual, likewise Louisiana and Mississippi.

In the flood areas of these three States the weevil evidently did not get a good start and only light infestation is reported. It is feared, however, that migrating weevils will invade the late cotton of the overflowed land and do appreciable damage before the season is over.

The upper one-third to one-half of the cotton belt east of the State of Mississippi shows very few signs of weevils. Except for a few counties in the Piedmont region, serious infestation is confined to the Coastal Plain area.

Only comparatively few farmers are taking or have taken precautionary measures of early poisoning. Many will buy and apply calcium arsenate only when the damage is very serious, and some will do nothing even then hoping that the dry weather may intervene to help check the weevil.

Weevils of the second and third generation that appear in August will be so numerous where they were already abundant in July, as to do heavy damage. This means that cotton farmers will be wanting calcium arsenate in a hurry throughout the badly infested area during August and early September. The cotton farmer waits till the last moment to buy poison because experience has taught him that hot dry weather sometimes comes on to dry out and destroy the unhatched grubs in squares.

The safest way, however, is to apply poison when weevils are threatening and not depend on the weather. This has proven true under many authentic tests.

Contract for \$300,000 Southern Power Building.

Charlotte, N. C.—General contract has been awarded by the Southern Power Company of this city to the J. A. Jones Construction Company, Charlotte, for the erection of its proposed \$300,000 office building here, to adjoin the company's present structure. The new building will be 125 by 150 feet, six stories, of reinforced concrete and buff face brick, with limestone trim. The lobby will be finished in marble and the building equipped with bronze doors and three passenger elevators and two for freight. Lockwood, Greene & Co. of this city and Boston, Mass., are the architects and engineers.

Texas to Have Sunflower Farm.

Lamesa, Texas.—The Weaver Ranch near Lamesa will plant 400 acres of land in sunflowers, it is announced. If the experiment is successful, this crop may be added to others raised in this section. The sunflowers will be of the mammoth Russian variety, which are said to bring \$90 per ton, with a yield of about one ton per acre.

First National Fuels Meeting in October Has Strong Program.

Sponsored by the Fuels Division of the American Society of Mechanical Engineers, the First National Fuels Meeting will be held at St. Louis, Mo., October 10-13. Chairman of the general arrangements committee is Victor J. Azbe, consulting engineer, St. Louis. The purpose of the First National Fuels Meeting is to disseminate information on the proper and efficient use of fuels and that all engineers regardless of membership or non-membership, technical as well as practical, be put in contact with one another in a study of this subject.

An advance program of the meeting includes:

GENERAL.

"Address on Fuels"—Prof. S. W. Parr, professor of applied chemistry, University of Illinois, Urbana, Ill.

"American Fuel Resources"—O. P. Hood, chief mechanical engineer, United States Bureau of Mines, Washington.

"Combustion and Heat Transfer"—Prof. R. T. Haslam and H. C. Hottel, Massachusetts Institute of Technology, Cambridge, Mass.

"The Clinkering of Coal Ash"—A. C. Fieldner, chief engineer of experiment stations, United States Bureau of Mines, Pittsburgh, Pa.

"Factors Governing the Purchase of Fuels"—Morgan B. Smith, engineer, General Motors Corporation, Detroit.

"Refractories for High Temperatures"—Stewart Phelps, director of research and tests, American Refractories Institute Fellowship, Mellon Institute, Pittsburgh.

"Coal Mining and Coal Preparation From Standpoint of Quality."

"Recent Developments in Low Temperature Coal Carbonization"—H. D. Savage, vice-president, Combustion Engineering Corporation, New York.

INDUSTRIAL.

"Industrial Applications of Heat"—Prof. W. Trinks, professor of mechanical engineering, Carnegie Institute of Technology, Pittsburgh.

"Progress in Gas Producer Practice"—W. B. Chapman, president, Chapman Engineering Company, New York.

"Application of Powdered Fuel to Smaller Boiler and Industrial Installations"—H. W. Brooks, consulting engineer, Erie City Iron Works, Erie, Pa.

"Rotary and Vertical Kilns for Cement, Lime and Gypsum."

"The Use of Fuels in Brick Kilns"—W. E. Rice, assistant fuel engineer, United States Bureau of Mines, Pittsburgh.

"The Burning of Liquid Fuels"—Ernest H. Peabody, president, Peabody Engineering Corporation, New York.

"The Relative Values of Gaseous, Liquid and Solid Fuels"—F. C. Binnall, assistant manager, Standard Sanitary Manufacturing Company, New Brighton, Pa., formerly chemical engineer, General Oil and Gas Corporation.

POWER PLANT.

"Characteristics of Modern Boilers"—E. R. Fish, vice-president, Heine Boiler Company, St. Louis, Mo.

"Characteristics of Modern Stokers"—F. H. Daniels, president, Riley Stoker Company, Worcester, Mass.

"Air Preheaters"—Frank M. Van Deventer, special engineer, Henry L. Doherty Company, New York.

"Direct Fired Powdered Fuel Boilers With Well Type Furnaces at Charles R. Huntly Station"—H. M. Cushing, chief engineer, Buffalo General Electric Company, Buffalo, New York.

"Automatic Combustion Control"—J. A. Peebles, chief engineer, Hagan Corporation, Pittsburgh.

SMOKE ABATEMENT.

"The Measurement of Atmospheric Smoke Pollution, Visible and Invisible"—Dr. George T. Moore, director, Missouri Botanical Garden, St. Louis, Mo.

"Smoke Abatement Methods Used in Cleveland"—Col. Elliott H. Whitlock, commissioner of smoke inspection, Cleveland, Ohio.

"Managing a Smoke Abatement Campaign"—Erle Ormsby, president, Citizens' Smoke Abatement League, St. Louis, Mo.

"Furnace Essentials for Smokelessness"—H. B. Meller, chief, Bureau of Smoke Regulation, Pittsburgh.

"Smokeless and Efficient Firing of Domestic Furnaces"—Victor J. Azbe, consulting engineer, St. Louis, Mo.

"The Effect of Atmospheric Smoke Pollution—A Summary of Opinions From Current Literature"—Prof. A. S. Langsdorf, director of industrial and engineering research, Washington University, St. Louis.

\$5,000,000 EXPANSION PROGRAM BY DUPONT RAYON COMPANY.

**Work to Start Promptly at Nashville Plant—Four
Other Artificial Silk Plants Under Way or
Projected—Aggregate Expenditure
Over \$25,000,000.**

The DuPont Rayon Company will immediately begin the erection of an additional unit and general expansion work at its Old Hickory plant near Nashville, Tenn., estimated to cost \$5,000,000 and increasing the output to 1,250,000 pounds per month, according to an official announcement by the company. The company now has two units in operation, and the second unit will be enlarged and so improved as to increase its output about 20 per cent. Construction details will be handled by the DuPont Engineering Company of Wilmington, Del. The additions, when complete and in operation, will provide for the employment of 1000 more operatives.

In addition to the work the DuPont Company is undertaking, construction is now under way or projected on four other artificial silk plants in the South. Improvements projected and in course of construction will necessitate the expenditure of more than \$25,000,000 in the aggregate.

The Celanese Corporation of America, New York City, is expanding its big plant at Amcelle near Cumberland, Md., at a cost of \$5,500,000. Quite a number of construction contracts have already been let and work is actively under way.

The American-Bemberg Corporation, which last year placed in operation at Bemberg, near Elizabethton, Tenn., the first \$3,500,000 unit of a contemplated five-unit plant, is having plans prepared by Lockwood, Greene & Company of Boston for a second unit estimated to cost close to \$4,000,000 on which work will begin in the near future.

The American-Glanzstoff Corporation, recently organized by interests associated with the American-Bemberg Corporation with a capital of \$37,000,000, will soon begin the construction at Bemberg, near Elizabethton, Tenn., of the first unit of a huge rayon plant. Lockwood, Greene & Co. are the engineers.

The Viscose Company, general office Marcus Hook, Pa., is completing at Parkersburg, W. Va., a \$5,000,000 artificial silk plant. The Viscose Company of Virginia went forward last year with big improvements at its Roanoke plant, thereby substantially increasing the output.

Galvanizing Plant for Birmingham.

Birmingham, Ala.—Capitalized at \$200,000, the Birmingham Galvanizing Company, Inc., has organized with the following officers: Paul A. Ivy, chairman of the board of directors; Harry Y. Carson, president, and John F. Kent, general manager. Plans of the company call for the construction of a galvanizing plant in the district, the first unit to consist of a monitor type building 40 by 100 feet, with a 20-foot lean-to. It will be equipped with the most modern machinery and will use gas for fuel. Construction and equipment of the plant, which will be located conveniently to railroad facilities and improved highways, will be under the supervision of Mr. Kent.

Construction Bids Asked on \$250,000 Building.

Proposals will be received until August 17 by the Central Fire Insurance Company of Baltimore for the erection of its new \$250,000 office building at Fayette and Holliday streets, for which plans and specifications have been prepared by Clyde N. and Nelson Friz, local architects. The building will be three stories, 111 by 50 feet, of limestone construction.

The following contractors are estimating: Thomas Hicks & Sons, Inc., Smith & O'Brien, Charles L. Stockhausen Company, Frainie Bros. & Haigley, John Hiltz & Sons Company, R. B. Mason, J. H. Miller, Inc., Henry A. Knott & Co., Henry Smith & Sons Company, Benjamin F. Bennett Building Company, Consolidated Engineering Company, Tase-Norris Company, Inc., North-Eastern Construction Company and Milton C. Davis & Son, all of Baltimore.

\$1,000,000 SPORTS CENTER AT PALM BEACH.

Airport, Horse Track, Riding Academy and Athletic Field Features—Ban on Gambling.

West Palm Beach, Fla., July 30.—Transportation and amusement in both their ancient and most modern phases this next season will greet the tourist to Palm Beach and West Palm Beach as the result of a \$1,000,000 sports center or recreation park now under construction here, to be known as Belvedere Park. Major interest is centering on a \$250,000 airport and flying terminal and on a half-mile horse track, riding academy and the allied equipment already nearing first stages of completion.

The project is being developed by M. D. Carmichael, attorney and sportsman, of this city. The flying field will be completed within 60 days. The half-mile horse track and combination grandstand and clubhouse will open about January 1, it is expected.

In outlining his plans for the track, Mr. Carmichael emphasized that his project is to be entirely free of gambling and other usual track features. The entire investment is based on sportsmanship in every department and there will be no commercial racing of any kind.

"My plan simply is this," Mr. Carmichael declared. "I am going to make the Palm Beaches a winter training mecca for Northern horses and a community of attraction to those who love horseflesh and clean sport for the sake of the sport itself. Horses may be seen on the track almost any afternoon, but the revenue will not come from bookmaking or pari-mutuel machines. I am building a sporting center—not a gambler's paradise."

The entire establishment is being landscaped and beautified and provision is being made for auto races, for horse and auto polo, tennis, baseball, football and all other forms of athletics.

Although the airport will conduct a regular commercial flying business, special emphasis is being laid on the provision of adequate facilities to handle the planes of those winter guests who henceforth will bring their own airplanes to the Palm Beaches. In the airport plan Mr. Carmichael is cooperating with Waldo E. Thompson and John H. DeMott, president and general manager of Palm Beach Air Service, Inc. The latter company will do the actual operating utilizing the Carmichael field and plant. Hangars are near now completion.

Work Begins on \$600,000 Newspaper Building.

General contract has been awarded to Don Hall of Houston, Texas, for the erection of the proposed building at St. Emanuel and Rusk streets, in that city, for the Houston Press; work has been started. Mr. Hall advises that contract for wiring has been awarded to Jacobo Brothers Electric Company, and for plumbing to George J. Robischung, both of Houston. It is estimated that the building and equipment will cost \$600,000. Howell & Thomas of Cleveland, Ohio, are the architects and are represented in Houston by R. W. Dickerson.

SOUTH GEORGIA SEES PROSPERITY AHEAD.

Favorable Crop Conditions Prevail and Extensive Building Operations Are Under Way.

By R. L. OERTLE, Secretary, Chamber of Commerce,
Moultrie, Ga.

In Colquitt county and throughout South Georgia a spirit of optimism prevails generally, and building construction is active. On Moultrie's calendar is the construction of a 64-room hotel to cost \$150,000 for which the finances are practically arranged; the construction of a new \$75,000 high school; additional Sunday school facilities for the Baptist Church estimated to cost \$35,000 and probable extension of sewer and water facilities.

Swift & Co. are now spending \$125,000 for additional cold storage facilities made necessary by a large increase in the raising of hogs in South Georgia.

Residential construction has been given added momentum by the organization here last winter of a building and loan association.

Crop conditions are more favorable than they have been in years. Soon after planting a serious drouth set in, but since the first of June rainfall has been plentiful. Watermelons, the first big cash crop, returned more money to the growers than last year, due to an improved marketing system, although the crop was but 66 $\frac{2}{3}$ per cent.

Tobacco is now being cured and by the time this appears in print, all South Georgia tobacco markets will be open. The increase in this crop, allowing for bad stands, is approximately 30 per cent and the curings show promise of a fine grade of leaf.

Cotton acreage, in this particular territory, has been decreased this year by at least 30 per cent, and corn, tobacco, peanuts and melons have been substituted. Early picking is in progress and general picking will begin within two weeks. The boll weevil is making a determined stand, although its influence is spotty and not general.

With the great increase in livestock production, especially hogs, has come a correspondingly large increase in corn planted. This county holds the record for corn yield per acre, a tenant farmer last year having won the State contest with 143 bushels to the acre which he expects to duplicate or better this year.

The foregoing is a picture which would be almost equally applicable to any section of South Georgia, so favorable are conditions.

I wish the entire South might know of the diversification practiced in Colquitt county. It has been many a long year since our farmers abandoned the one-crop method, and I dare say you could never induce one of them to return to it.

Four big cash crops, watermelons, tobacco, cotton and hogs, and other smaller sources of revenue, such as poultry, cream and peanuts, have made farming in this county a much more dependable business than it ever was before.

Architects for \$200,000 Community Hospital in Kentucky.

Glasgow, Ky.—The Commonwealth Fund of New York. Henry J. Southmayd, director of the division of rural hospitals, and the local board of trustees, have engaged H. C. Pelton and James Gamble Rogers of New York as architects for the proposed \$200,000 community hospital here. The structure will be fireproof, 160 by 40 feet, two stories and basement, brick, with concrete foundation, slate or asbestos roof. A \$24,000 nurses' home will also be erected. Plans will be ready for estimates about November 1.

Extension of Transmission Lines to West Texas and Possible Erection of Large Steam-Electric Station in Pecos Valley.

The June number of the Texas Utility News contains a summarization of the power transmission extension operations of the Texas Power and Light Company, Dallas, to serve the newly discovered West Texas oil fields. The article states that:

"Power resources of the largest electric system in Texas will be available in aiding in the development of West Texas oil fields and West Texas cities, through an arrangement which the Texas Electric Service Company has made with the Texas Power and Light Company and the West Texas Utilities Company. The Texas Electric Service Company has announced plans for extending electric transmission line service in West Texas, and is actively engaged in constructing lines to supply electric service in the counties of Martin, Midland, Ector, Winkler, Loving, Ward, Crane and Upton. The territory will include the oil fields now being developed in the five last named counties.

"The Texas Electric Service Company has recently acquired the electric properties or has established electric power and light service in Stanton, Midland, Odessa, Crane, Monahans, Pyote and Wink, and will generally extend its services so as to provide for all oil field electric power at wholesale to the West Texas Utilities Company in such quantities as it needs for distribution in the oil fields and elsewhere in Pecos, Crane, Upton and Reagan counties.

"The transmission lines of the Texas Electric Service Company will connect at Eastland with the transmission system of the Texas Power and Light Company. The lines of the Texas Electric Service Company also will connect with the Texas Power and Light Company system in other sections of the State.

"These two companies own and operate more than 2800 miles of electric distribution system and serve 250 Texas cities. The source of power for this new service in the oil fields include the new Trinidad generating station of the Texas Power and Light Company, which is located in the lignite fields, and has a present capacity of 40,000 kilowatts, and also the electric generating stations at Fort Worth, Dallas, Leon, Waco, Wichita Falls and other places having an aggregate generating capacity in excess of 200,000 kilowatts, or 266,000 horsepower.

"A study of the situation in Western Texas is also being made with a view of developing a large steam electric-generating station in the Pecos Valley, if required by the growth and extension of business in that territory. Transmission line service is now being supplied to the Chalk oil field, near Big Spring, by the Texas Electric Company and also will be available in the Crane and Upton county fields within a short time."

The first article in the June issue tells of the promotion of John W. Carpenter, vice-president and general manager of the Texas Power and Light Company to the presidency of that organization. Mr. Carpenter is a native of Navarro County, Texas, and in 26 years has risen from a line man's job to the head of several public utility companies in the State. In that period he has become known as one of the foremost industrial upbuilders of Texas. The company received at the last annual convention of the National Electric Light Association the second prize in the Edward N. Hurley award given to the first three power and light companies which rendered the greatest service to home industry during the preceding year. Another article in the June issue gives a brief history of the Texas Power and Light Company since its organization 15 years ago, emphasizing the personality of the founders of the company who have piloted the organization through these years of amazing growth. It says:

"From seven isolated light plants, serving 7 small Texas towns, the system has grown from year to year, until now more than 200 Texas towns and cities are served by a network of high-tension transmission lines that cover a large portion of the State."

THE IRON AND STEEL SITUATION

Pittsburgh Steel Market.

Pittsburgh, August 1—[Special.]—On the whole there has been a slight increase in the volume of steel buying during the past month, but August is opening with less improvement—commonly regarded as “seasonal improvement”—than has been observed at this date in any of the past three years. The older tradition in the steel trade is that August as well as July is a month of seasonal dullness. The point is watched with particular care in an effort to determine whether there is a general or merely an ephemeral slip in activity. It has become reasonably clear that steel is not altogether as active this year as last, but the change may be small.

Steel production last month was about 15 per cent under that of July, 1926. The first six months had shown only 2 per cent loss, but for the seven months the loss is nearer 4 per cent, and the rate of production will have to pick up 15 or 20 per cent to prevent a greater loss for the year as a whole. However, the last two years were record years in steel and record making cannot be expected to be continuous.

The steel industry is operating at about 65 per cent of its full capacity, having gained a trifle in the past 30 days. Incoming business is sufficient to maintain the rate or perhaps increase it. There is scarcely any backlog business on mill books. There was some in rails, for the first half of the year, but that is now worked out, while there is now fresh rail buying, in the supplementary season, about 150,000 tons having been bought in the past month, the last order being that of the Northern Pacific for 25,000 tons. Then there is a fair volume of structural steel, with average deliveries of two to four months, and incoming business balancing the shipments. There was practically no freight-car buying last month, while there was a fair amount in June. Locomotive business has been very light for a long time. The railroads are doing a fair amount of bridge work.

The automobile industry has been buying more steel in the past two or three weeks, pointing to the usual increase in production in August, due to new models. In the last four months of the year production regularly falls off. Agricultural implement works are also buying more steel, but not a great deal more, further crop information being needed before any special activity is instituted.

While the public was much impressed by earnings reports last week showing that in the first half of the year the General Motors Corporation had 42 per cent greater earnings than the Steel Corporation, the steel makers have realized right along that the automobile industry was having larger profits than they were. Steel profits are very moderate considering the capital investment and the constant necessity of making improvements. Most of the customers of the steel industry have smaller profits than the automobile makers.

The steel mills feel that they ought to have more profitable prices and they are quite rigid in maintaining existing prices, despite the strenuous competition. Opportunity to advance prices in certain lines would not be overlooked, but the mills became so habituated to advancing prices on the basis of having a backlog that they find difficulty in doing without that support, and with hand-to-mouth buying so rigidly practiced by customers accumulation of backlogs is impossible.

Four months of the coal strike has had no influence upon the steel industry, coal remaining very plentiful. A rumor has arisen in the past week that the United Mine Workers will soon call out the anthracite miners and this might pave the way for the strike to show some strength, as strikes in

non-union bituminous territory might then possibly be brought about. There is not much chance in the Connellsville coke region, which is working at a low rate as it is.

The valley pig-iron market stays dull with prices steady.

Heavy melting steel scrap in the Pittsburgh district is up 25 cents, offerings being light, as much Detroit scrap has been diverted to Buffalo by water transportation, shutting it off from Ohio points.

Birmingham Iron Market.

Birmingham, Ala., August 1—[Special.]—Demand for pig-iron is showing little if any improvement on the whole, though furnace interests hold out hope that there will be no necessity for further curtailment of production. The quotation base of \$17.25 for No. 2 foundry is firm. Feature of the past week was the blowing in of the new No. 2 furnace of the Sloss-Sheffield Steel and Iron Company. Sale of a round tonnage of basic iron by one of the furnace companies of this district to the Andrews Steel Company, Kentucky, is also noted.

The lower price of pig-iron brought only a little spurt in buying. Some of the smaller dealers purchased against two weeks' needs and the larger melters went into the market for a supply that would carry them over only a short period. However, this small-lot buying has made a start on the third quarter probable make and the new month is expected to see further reduction of surplus iron on yards. Blowing out of one or two blast furnaces, one on foundry and the other on basic, is expected in the next few days. Some of the smaller iron melters indicate there will be improvement immediately in their products. The policy of buying as requirements present promises to continue until active fluctuation of quotations of the product starts in. Reports received here are to the effect that reductions in price base on pig-iron have been made by middle western and other producers so Birmingham iron will not be able to give active competition.

Fabricating shops are reporting a number of local contracts which, added to the occasional tonnage of more or less size, call for steady operation.

The Woodward Iron Company has in operation the No. 3 red ore mines, with a large steel tippie, trackage of 80-pound rail on the slope which goes down 3400 feet, while a large single drum hoisting machine pulls 13 tons of ore out at a time in a large car, the mine now producing 1800 tons daily, the output to be doubled before long. This development is of a permanent nature, the installation being of the very best. The operations are constant during the day's work, loading of ore at the bottom of the slope and unloading on the tippie, each taking but few seconds of time. The single drum hoist was built in Birmingham by the Hardie-Tynes Manufacturing Company, in accord with specifications worked up after thorough inspection of mines and operation plans.

Coal production continues around 325,000 tons weekly. The transportation companies are not requiring the normal amount and efforts of mine operators to bring about early buying for fuel purposes have not made much impression. Prices are off from 35 to 50 cents a ton. Larger consumers have closed their contracts for needs during the ensuing twelve months and the same tonnages as last year are provided for. The coke market shows no change and independent producers have but few ovens out of commission. Quotations for foundry coke are unchanged, \$5.50 being asked while bee-hive coke brings \$6.00 per ton.

The old material market is very quiet, only a car lot now

and then being sold. Quotations are still weak and uncertain.

Quotations for pig-iron and iron and steel scrap follow:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$17.25; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$17.75; iron of 2.75 to 3.25 per cent silicon, \$18.25; iron of 3.25 to 3.75 per cent silicon, \$18.75; charcoal iron, f. o. b. furnace, \$29.00.

OLD MATERIAL.

Old steel axles	\$16.00 to \$17.00
Old iron axles	16.00 to 17.00
Old steel rails	12.50 to 13.00
Heavy melting steel	10.50 to 11.00
No. 1 cast	14.00 to 15.00
Stove plate	13.00 to 14.00
No. 1 railroad wrought	11.00 to 12.00
Old car wheels	12.00 to 13.00
Old tramcar wheels	12.50 to 13.50
Machine-shop turnings	8.50 to 9.00
Cast-iron borings	8.50 to 9.00
Cast-iron borings (chem.)	13.00 to 13.50

The Metal Market.

New York, August 1.—[Special.]—The metals showed further improvement the past week, though the rises were not as sharp as during the preceding week. However, it was demonstrated in the past six business days that the feverishness of the preceding week was not merely a "flash in the pan" but rather marked somewhat permanent improvement in the metals. During the fore part of the week the metal producers were content to hold prices to the closing levels of the preceding week, but during the latter half, the recent gains having been digested, the markets started again on their onward march.

By Thursday the copper producers had advanced quotations $\frac{1}{8}$ cent per pound. Copper Exporters, Inc., had advanced the export price another 10 points early in the week with still another advance on Saturday. The American Brass Company advanced all its products $\frac{1}{8}$ cent per pound following a similar marking up the preceding period.

The tone of the lead market had been growing stronger the first two metals, yet quotations are gradually working into higher prices until Friday forenoon, when the American Smelting and Refining Company, leading lead producers, marked quotations up \$2 per ton to 6.60 cents per pound, New York.

The improvement in zinc has been less marked than in the first two metals, yet quotations are radually working higher. Tin prices were climbing higher by very easy stages at the first of the week, but the advances gained momentum as the week progressed.

Several factors have contributed to the boost in the metals. In the first place American consumers would apparently rather buy on a rising market than take a chance on prices being at bottom during a dull market. In the second place August is here and the metal consumers now start giving thought to their fall requirements. Again, the strong feeling in the stock market has given a stimulus to business in general.

The precious metals are steady. Silver has been a trifle lower than at the close of the previous week, selling at 56 $\frac{1}{2}$ cents per ounce on Saturday. Quicksilver advanced 5 shillings at London, but remained the same at \$121 per flask of 75 pounds in this market. Platinum is unchanged at \$70 per ounce for the pure grade.

In the case of copper, sales were not as large as the higher prices might indicate. Advances were due to the great optimism and confidence on the part of producers who realized that consumers have overstayed their market and have left their August and September needs uncovered to a large extent. Copper sold early in the week at 13 cents, and later at 13 $\frac{1}{8}$ cents and by the end of the week many producers were asking 13 $\frac{1}{4}$ cents. Producers expect to be receiving 13 $\frac{1}{2}$ cents before this week is over.

It is estimated that sales for export this month were 60,000 tons and that total sales were about 100,000 tons.

Therefore, foreign buyers purchased away out of proportion, and it is this falling down on the part of domestic users that leads to the belief that local users are poorly covered on their needs. On Friday another spurt in export purchasing set in as it was expected that the export price would be advanced from 13.25 cents c. i. f. European ports. The rise to 13 $\frac{3}{8}$ cents came on Saturday. Germany has led the foreign buyers, but both France and England have taken large tonnages.

Copper producers expect the statistical showing for July to be favorable. Whereas there had been a sharp gain in blister stocks during June, it is believed this phase was corrected last month. June had been the best month in two years from the standpoint of export shipments and it is expected that the July total will be close to that for June. From the port of New York over 20,000 tons of copper were shipped last month, according to Custom House returns. The European copper consumers may again have grounds for complaint in that while the domestic price was rising $\frac{1}{8}$ cent per pound, the export price was marked up $\frac{1}{4}$ cent. Though the official price of lead became 6.60 cents per pound, New York, late in the week, as high as 6.80 cents was paid by less favored customers, small users and speculators. Prices ranged in the East St. Louis district at the close from 6.42 $\frac{1}{2}$ cents to 6.50 cents per pound and sometimes even higher figures were realized. Lead consumers have been getting away from hand-to-mouth buying in favor of anticipating future needs. Producers are pretty well sold up for August.

By the close of the week spot tin was selling at 64 $\frac{1}{2}$ cents per pound, the highest price in several weeks and a gain of $\frac{1}{2}$ cent per pound for the week. It is estimated that the world's visible tin supplies underwent no change in July. American tin deliveries in July were 6000 tons, which is considered normal. For a short time early in the week prompt tin sold at a discount, an unusual situation over the past few years. Later in the week a good demand for prompt set in and changed the discount to a premium. Sales for the week were 900 tons in this country. Sales were heavier on the London Metal Exchange than in this market.

Tin is a highly speculative market and thus is easily influenced by other speculative activities. Hence the briskness on the New York Stock Exchange did much to boost tin $\frac{1}{2}$ cent per pound. Tin traders at London, who virtually control the tin market, have great faith in second half business in general in the United States. Now that the automobile makers are ordering raw materials for their new models, the prospects of tin buying from that source is better.

The closing price of prime Western slab zinc was 6.35 cents per pound, East St. Louis, as against 6 cents a month ago. Statistics for the first half of the month showed a reduction in surplus stocks of 2775 tons, previous reports having shown increases. The price of smelted zinc is still so low as to cause many idle plants to remain idle. The ore price is \$43 per ton as against \$38 at the year's low. Purchasing of zinc was light in the main last week, though brass makers took liberal tonnages.

Bituminous Coal Production Figures.

The preliminary estimate of the quantity of bituminous coal produced during the week ended July 23, 1927, prepared by the National Coal Association, is 8,000,000 net tons. According to the coal report issued by the United States Bureau of Mines, the output during the week ended July 16 was 8,243,000 net tons, and during the week ended July 9 was 6,577,000 net tons.

RAILROADS

FALL FREIGHT MOVEMENT WILL BE BIG.

Over 400,000 More Cars As Compared With Last Autumn Will Be Needed.

Reports received in Washington by the Car Service Division of the American Railway Association from the 13 Shippers Regional Advisory Boards, which now cover the entire United States, show that the transportation requirements for 27 of the principal commodities for the third quarter this year (the months of July, August and September) will be approximately 416,197 cars in excess of the same period last year, or an increase of 4.3 per cent.

On the basis of the reports, the Car Service Division estimates that 9,992,580 freight cars will be required to handle those commodities in the third quarter, compared with 9,576,383 cars for the same months in 1926.

Of the 13 boards, only two, the Southwestern and the Pacific Northwest boards, estimated a decrease in business for the third quarter, increased transportation requirements, compared with the corresponding period last year, being estimated by all other boards, ranging from three-tenths of 1 per cent in both the New England and the Northwestern regions to 11.7 per cent in the Central-Western. The territory covered by each board corresponds roughly with the territory of each Federal Reserve Bank.

The estimate by each Shippers Regional Advisory Board as to what freight loadings for the principal commodities will be by cars for the third quarter in 1927, compared with the corresponding period last year and the per cent of increase or decrease, follows:

Board	L 1926	1927	Per cent of increase or decrease
New England	164,800	165,225	.3 Increase
Middle Atlantic States	1,206,106	1,246,920	3.4 "
Allegheny	1,310,306	1,457,112	11.2 "
Great Lakes	845,767	851,733	.7 "
Southeastern	1,093,246	1,198,814	9.7 "
Ohio Valley	1,161,273	1,222,430	5.3 "
Middle-Western	972,247	1,004,345	3.3 "
Northwestern	443,114	444,643	.3 "
Trans-Missouri-Kansas	583,444	593,921	1.8 "
Central-Western	318,136	355,300	11.7 "
Pacific Coast	448,139	457,255	2.0 "
Southwestern	722,727	710,097	1.7 Decrease
Pacific Northwest	307,078	284,785	7.6 "

In submitting reports to the Car Service Division, each board estimated what freight car requirements would be for each of the principal industries to be found in the territory covered by that board. The reports indicated heavier movement of commodities from 27 different industries with the exception of grains, livestock, fresh fruits other than citrus fruits; sugar, syrup, glucose and molasses; iron and steel and castings and machinery.

The estimate as to what transportation requirements will be for various commodities for the third quarter compared with the same period last year follows:

Commodity	Percentage	
	Increase	Decrease
All grain	..	1.6
Flour meal and other mill products	2.6	..
Hay, straw and alfalfa	2.9	..
Cotton (includes cottonseed and products, except oil)	24.5	..
Citrus fruits	14.1	..
Other fresh fruits	..	4.1
Potatoes	6.7	..
Other fresh vegetables	9.3	..
Livestock	..	1.9
Coal and coke	7.1	..
Ore and concentrates	1.4	..
Clay, gravel, sand and stone	8.4	..
Lumber and forest products	1.2	..
Petroleum and petroleum products	9.7	..
Sugar, syrup, glucose and molasses	..	.8
Iron and steel	..	5.0
Castings and machinery	..	1.8

Pennsylvania Railroad Signs 20-Year Electric Contract.

The Pennsylvania Railroad Company has closed a 20-year contract (minimum) with the Philadelphia Electric Company, according to a report from Philadelphia, quoting W. H. Johnson, president of the latter, under which the last named company will supply electricity for the electrically operated lines of the railroad company, including those which are already in operation but also future additions to the electrified parts of the railroad system. This will immediately cover the Maryland Division between Philadelphia and Wilmington, Del., 27½ miles, and the West Chester branch, about 23 miles, on which electrification is now being completed. In addition to these routes the Pennsylvania Railroad has been for some years operating its West Jersey and Seashore division, 66 miles long, from Camden to Atlantic City, N. J., with electricity, besides the Chestnut Hill branch in Pennsylvania, 12 miles, and the main line from Philadelphia to Paoli, Pa., 20 miles.

The Philadelphia Electric Company is the organization that is building the enormous hydro-electric plant at Conowingo, Md., on the Susquehanna River which is expected to eventually supply electricity to the main line of the Pennsylvania Railroad between Philadelphia and Baltimore, as its conversion to electric operation is anticipated to follow the present conversion of the northernmost part of the line between Philadelphia and Wilmington.

The electric company is allied by agreement with the Pennsylvania Power and Light Company, the two to control about 2,000,000 horsepower.

Illinois Central Railroad Says It Is Not Concerned.

The report that the Illinois Central Railroad proposes to build 150 miles of extensions of its Gulf and Ship Island Railroad division, which was circulated under a Mendenhall, Miss., date, is denied in an Associated Press report from Jackson, Miss., which quotes J. L. Beven, vice-president, Chicago, Ill., as saying that so far as the Illinois Central is concerned, the report is without foundation.

It seems, according to the press report, that application for permission to build the proposed lines was made to the Interstate Commerce Commission under the name "Northern Division of the Gulf and Ship Island Railroad" and that it was signed by Ona Mae Mann, Secretary, who it is stated is the daughter of M. F. Mann, a farmer near Decatur, Miss.

Walker Wood, Mississippi Secretary of State at Jackson, is quoted as saying that no charter had been granted in Mississippi to the petitioner and that the State Railroad Commission had wired the Interstate Commerce Commission at Washington requesting that no authority be granted until definite information could be obtained concerning the plan. Mr. Mann was mentioned as counsel for the proposed line. The petition mentioned 11 large lumber companies that would be served by it.

Passenger Trains for Monticello-Perry Cutoff.

According to a report from Thomasville, Ga., it is expected there that by the latter part of August a regular passenger train schedule will be in operation on the extension of the Atlantic Coast Line Railroad from Thomasville southward to Perry, Fla. A new station at Monticello, Fla., is about finished. This cutoff has been used for freight traffic since it was completed several months ago and large quantities of stone road material have been sent over it for the Florida State Road Department which is building a State highway about twenty miles south of Thomasville.

Kansas City Deal to Control \$11,500,000 Worth of Oklahoma Electric Railways.

An Associated Press dispatch from Kansas City, Mo., quotes the Kansas City Journal-Post as saying that H. P. Wright, an investment banker there, and a group of banking associates in the Southwest have purchased more than \$11,500,000 of electric railway properties in Oklahoma, known as the Oklahoma Railway Company.

Properties operated by the company include the Oklahoma City Street Railways Company and three electric interurban lines operating out of the Oklahoma capital city to Norman, El Reno and Guthrie.

It is understood that the new company plans a complete rehabilitation of the Oklahoma systems in much the same manner as is being worked out in Kansas City by the Kansas City Public Service Company.

Mr. Wright, who is chairman of the board of the banking firm of Prescott-Wright-Snyder Company, will be a member of the board of directors of the company.

Mr. Wright said he was not at liberty to reveal the identity of his associates nor the amount involved in the purchase of the controlling stock of the company. This will be known as the Southwest Securities Company.

Reorganization of a Georgia Line.

A press dispatch from Atlanta says that the Georgia, Florida and Alabama Railroad Company has been incorporated there with an authorized capital stock of \$1,500,000, besides 10,000 shares of no par value common stock. This is apparently a reorganization of the Georgia, Florida and Alabama Railway Company which operates a line 183 miles long from Richland, Ga., via Bainbridge, Ga., to Tallahassee and Carrabelle, Fla. It connects with the Seaboard Air Line Railway at Richland.

It is stated that the petition for incorporation was signed by the following, who are officers of the previous company, as follows: R. B. Coleman, general manager; L. G. Papy, secretary and treasurer; A. B. Conger, general counsel; D. B. Scott, auditor; W. A. Olliff, traffic manager; George H. Wells, chief engineer, and T. A. Conner, superintendent of transportation, all of Bainbridge, Ga.

F. L. Fuller and J. S. Fuller of Cleveland, Ohio, and Earl Sims of Atlanta, Ga., also appeared as signers, but the names of J. L. Nisbet, president and general agent, Atlanta, Ga.; G. S. Johnston, vice-president, Statesboro, Ga., and C. R. Shaw, second vice-president, Quincy, Fla., do not appear.

Chesapeake and Ohio Railway Reports Increases for First Half-Year.

For the six months ended June 30, 1927, the Chesapeake and Ohio Railway Company's statement shows gross revenues of \$66,979,297, an increase of \$4,725,805; operating expenses were \$45,800,870, an increase of \$1,226,477; net railway operating income was \$17,868,252, an increase of \$2,119,950. The net income after all charges is \$13,890,270, an increase of \$2,124,505 compared with corresponding period of 1926. The operating ratio for the period is 68.4 per cent, a decrease of 3.2 per cent over the same period a year ago.

Gross revenues for June were \$11,185,632, a decrease of \$133,655 from June of last year; operating expenses were \$7,649,140, an increase of \$63,245; net railway operating income was \$3,013,021, a decrease of \$454,450. The net income after all charges for June was \$2,424,288, a decrease of \$369,264 from June of last year. The operating ratio for the month was 68.4 per cent, as compared with 67 per cent for June of last year, or an increase of 1.4 per cent.

Weekly Record of Cars Loaded.

Freight cars loaded with revenue freight for the week ended July 16 totaled 1,016,782 cars, according to reports filed by the carriers with the American Railway Association. This was an increase of 177,474 cars above the preceding week. Compared with the corresponding week last year the total for the week of July 16 was a decrease of 59,590 cars.

Norfolk and Western Orders 60,000 Tons of Rails.

The Norfolk and Western Railway has ordered 20,000 tons of steel rails from the Bethlehem Steel Company, which it is understood will be rolled at the company's plant at Sparrows Point, Md., near Baltimore. The same railroad has ordered 40,000 tons of rails from the United States Steel Corporation.

\$2,800,000 of Bonds for New Texas Line.

The Gulf and Northwestern Railroad Company of Texas, which plans to build a line to connect San Angelo, San Antonio and Corpus Christi, will, according to a press report from San Antonio quoting Albert Steves, sell about \$2,800,000 of 6½ per cent bonds to Eastern bankers to finance the plan. Mr. Steves is chairman of the committee having the railroad plans in charge. A charter will soon be applied for at Austin, Texas.

Construction plans so far provide for the building of about 200 miles of new line, although this total might be reduced to 125 miles should arrangements be made for trackage rights on lines already existing.

Watermelon Rail Shipments in 1926 Set New High Record.

Rail shipments of watermelons in 1926 were the greatest for any year on record, according to a special study, just completed by the Bureau of Railway Economics.

Reports showed 54,705 carloads of watermelons shipped by rail in 1926 from producing areas to consuming markets. This was an increase of 7080 cars or approximately 15 per cent over the previous high record of 1922.

"Rail shipments," says the bureau, "have increased at a greater proportionate rate than either acreage or production, namely from an average of 29,522 cars in 1918-1920 to an average of 48,211 cars in 1924-1926, an increase of 18,689 cars, or 63.3 per cent. This relatively greater increase in rail shipments as compared with the increases in acreage and production indicates that the growers are now shipping a greater part of their crop by rail than they did in former years."

Annual average production and rail shipments by States during the past five years (1922 to 1926) follow:

State	Production in carloads	Rail Shipments	
		Carloads	Per cent of U. S. Total
Georgia	16,438	14,227	31.6
Florida	9,187	7,496	16.6
Texas	7,456	5,083	11.3
California	5,650	4,695	10.4
South Carolina	5,100	4,636	10.3
Missouri	3,445	2,435	5.4
Alabama	2,940	1,846	4.1
North Carolina	1,379	1,064	2.4
Oklahoma	1,211	194	0.4
Indiana	1,020	488	1.1
Virginia	843	232	0.5
Illinois	803	283	0.6
Iowa	661	345	0.8
Maryland	655	460	1.0
Delaware	450	264	0.6
Arkansas	399	351	0.8
Washington	286	218	0.5
Other States	1,429	740	1.6
Total	59,352	45,057	100.0

GOOD ROADS AND STREETS

Tampa Asks Bids on Street Paving.

Tampa, Fla.—Sealed proposals will be received until August 16 by the City Commission, W. Lesley Brown, city manager, for the construction of street paving under the 1917 paving law. Plans and specifications may be obtained at the office of the engineering department of the Bureau of Streets.

South Carolina Town Asks Paving Bids.

Williston, S. C.—Bids will be received until August 5 at the office of the town clerk and treasurer for 14,769 square yards of pavement, detailed plans for which may be seen at the office of the clerk and at the office of the Ryan Engineering Company, Columbia, S. C., engineers for the work. J. L. Smith is mayor.

\$2,000,000 for West Virginia Roads.

Charleston, W. Va.—A tabulation of bids for the construction of approximately 80 miles of roads in West Virginia indicates a cost of nearly \$2,000,000, according to estimates submitted to the State Road Commission. The proposed work will include a total of 32.7 miles of surfacing to cost \$334,188; 4.7 miles of macadam and concrete shoulders, \$92,742; 3.1 miles of stone base, \$38,005; 5.5 miles of paving, \$221,414; 19.5 miles of grading, \$432,829, and 3.52 miles of concrete shoulders, in addition to 11.6 miles of tar surfacing.

Rockville-Washington Bus Service.

Rockville, Md.—The Red Belt Coach Company of Washington, D. C., has inaugurated a daily bus service between this city and Washington, for which authority has been granted by the Public Service Commission, Baltimore. According to a schedule of operation, the first bus will leave Rockville at 8 o'clock in the morning and the last at 7 o'clock in the evening, while the first for Rockville will leave 9th and C streets northwest, Washington, at 9 o'clock in the morning and the last at 11.15 at night. The running time is about one hour each way.

For Road Work in Virginia.

Richmond, Va.—Bids will be received until August 11 by the State Highway Commission for the construction of four road projects covering a total of 14 miles. The work will include 3 miles of grade and drainage in Floyd county, 5 miles in Prince Edward county, 3 miles in Dickenson county and 3 miles of bituminous macadam in Loudon county. The commission has opened bids on five road projects and five bridges, the former to cover a total of 10.41 miles of grade and drainage, and 3.04 miles of bituminous macadam. Low bids for the entire construction approximate a total of \$400,000.

Tennessee Awards \$1,000,000 of Contracts.

Nashville, Tenn.—Road and bridge contracts to involve the expenditure of approximately \$1,000,000 have been awarded by the State Department of Highways and Public Works, while additional awards which will bring the total to \$1,500,000 have been deferred pending conferences between State and county officials. The deferred contracts include 14.5 miles of grading and drainage between the North Carolina line and the Pigeon River Bridge, near Gatlinburg, through the Great Smoky Mountain National Park, which will cost nearly \$500,000; construction of an overhead bridge over the North Carolina and St. Louis Railroad near Chattanooga, and a concrete bridge over Lookout Creek, near Chattanooga.

\$5,500,000 ROAD AND BRIDGE CONTRACTS TO BE LET BY TENNESSEE.

Highway Department's Largest Award Is Announced—Three Toll Bridges to Cost \$2,750,000.

Nashville, Tenn.—Probably the largest contract letting in the history of the State Highway Department is scheduled for September 16, when bids for construction of three large bridges and a number of highway projects, estimated to cost \$5,500,000, will be opened, it has been announced by Highway Commissioner C. N. Bass. The list of highway units, which will cost about \$2,750,000, has not been issued.

The bridge projects, totaling \$2,750,000, will all be located on the Tennessee River, one at Trotter's Landing, on State Highway No. 1; another at Savannah on highway No. 15, and the third at London, on highway No. 2.

These bridges were authorized by an act of the legislature in 1927, and are to be financed by State bonds to be amortized by tolls to be charged on the bridges. The bridge at London is on the Lee Highway, between Knoxville and Chattanooga, probably for its entirety the heaviest traveled road in Tennessee. The bridge at Trotter's Landing is on the Memphis-to-Bristol Highway, and will serve as one of the principal connections between Middle and West Tennessee. The bridge at Savannah is on one of the most important through roads of the State, affording a short cut for travel between Chattanooga and Memphis, and connecting the Lee Highway between Selmer and Chattanooga.

The highway department announced that the layout and bridge sites may be examined now, and that detailed plans and specifications may be procured after August 15.

Cement for One of World's Longest Highway Bridges Comes From Plant at Demopolis, Ala.

Attention is called to a misstatement in an article by Thomas Ewing Dabney, of New Orleans, which appeared in the MANUFACTURERS RECORD some weeks ago and republished in the Literary Digest, as to the source of the supply of cement being used on the longest highway bridge of the type ever undertaken in this country. It is being constructed by the Watson-Williams Syndicate across Lake Pontchartrain, connecting New Orleans with the Mississippi Gulf Coast. P. G. Coleman, the president of the Chamber of Commerce of Demopolis, Ala., writes the MANUFACTURERS RECORD:

"We would like for you to correct the misstatement that the cement for this bridge comes from Birmingham. The cement for building this bridge is from Demopolis, Ala. It was manufactured in Demopolis by the Warrior Cement Corp., the head office of which is in Chattanooga, Tenn., with a sales office in Birmingham, but the cement itself was manufactured in Demopolis and barged direct to New Orleans by the Mississippi-Warrior Barge Service. The Warrior Cement Corporation, of Demopolis, has at this time a capacity of 3000 barrels a day and as soon as the Frisco furnishes its trunk line connecting Kansas City and Pensacola, passing through Demopolis, giving us advantageous rail facilities, this organization will increase its output to 6000 barrels a day."

The Raymond Concrete Pile Company, of New York, has the contract for building the bridge, which is of reinforced concrete of monolithic construction upon concrete piling. The bridge and its approaches will cost approximately \$5,500,000.

LUMBER AND BUILDING MATERIALS

New Process for Fireproofing Lumber.

After several years of experiments a new process for fireproofing lumber has been developed by H. A. Dorr, according to announcement made in New York city. It is stated that maple, fir, yellow pine, white pine and white oak lumber treated by this process have been tested by the Columbia University Testing Laboratory and found acceptable for use in the interior construction of fireproofed skyscrapers, by the Bureau of Buildings in that city, whose regulations are regarded as most stringent. By this process lumber is impregnated with a secret non-poisonous chemical solution after which it is kiln-dried for not more than 48 hours, the time of drying varying according to the kind of wood. Apparatus already constructed can treat lumber up to 20 feet long and 1¼ inches thick.

It is said that the treated wood retains its natural color and it can be worked as easily as plain wood without injury to machines or tools. It takes paints, varnish, shellac, etc., and does not warp or rot. It is further stated that the process has been tried out successfully with Celotex, Insulite, Ten test, Masonite and other insulating materials; also that wallboard of any thickness can be impregnated, dried and cooled in an hour, and the process appears to increase tensile strength of the treated material 80 per cent and to improve its sound deadening qualities. Present indications are that the treatment will not increase the cost of wallboard more than 10 per cent.

The new process will be commercially developed by the Fireproofing and Drying Lumber Corporation, Błokaw Building, New York city, using the trademark "Dorr Fireproofing Process."

Motortrucks Facilitate Logging Operations.

Motortrucks are helping to speed logging operations in Georgia. In the accompanying illustration is shown a heavy-duty International Harvester truck loaded with logs and owned respectively by the Turner Lumber Company, Millen, Ga., and the Midville Veneering Company, Midville, Ga. In discussing their use of these trucks W. N. Turner of the Turner Lumber Company said:

"We use trucks to bring logs to the mill, the haul ranging



A LOGGING TRUCK

from three to twelve miles. They have made accessible timber that would be impossible for us to use without them. Each truck averages from 4000 to 6000 feet of logs daily. We have not kept a regular cost accounting on this part of our logging, but have made several tests, and as near as we can determine, it costs us \$1 a thousand feet for each mile of the distance we are hauling. This varies, of course, but we think it is a fair average.

"Each driver is held responsible for the condition of his

truck, and must report promptly any trouble. Speeding is forbidden, and if a driver goes anywhere his duties do not require he is fined a dollar a mile for any unnecessary mileage. We have very little trouble, and never have to fine a driver more than once. We do not use trailers, and our trucks are equipped in the usual way for log hauling. We use pneumatic tires front and rear, and find them superior to solid tires for our work."

New Fire Brick Plant Operating in West Virginia.

Charleston, W. Va., August 1—The Elkland Fire Brick Company recently completed and placed in operation the first unit of a clay products plant on the Elk River at Barlow Station, about four miles from this city. The plant site



NEW PLANT OF ECKLAND FIRE BRICK CO.

covers five acres, and the company has leasehold rights on all clay underlying about 300 acres. The clay is said to be of very high quality and suitable not only for fire brick, but for face brick, building tile, etc. The initial unit has a dry press to make 20,000 bricks daily, and it is planned to add other units in the immediate future.

The officers of the company include: N. F. Conner, president; W. E. R. Byrne, vice-president; R. H. Yates, secretary, and Dr. W. L. Price, treasurer. The board of directors is made up of the officers and Dr. W. W. Price.

The main building was erected by the Maryland Metal Building Company, Baltimore. Equipment was furnished by the Manufacturers Equipment Company, Chicago, Ill.; W. E. Caldwell Company, Louisville, Ky., and the Baldwin Supply Company, Charleston, W. Va.

The Lumber Movement.

Washington, July 28.—The lumber industry shows some curtailment in new business this week, as compared with the previous week, according to telegraphic reports to the National Lumber Manufacturers Association from 358 of the leading softwood and 148 of the chief hardwood lumber mills. The softwood side was unchanged in production, with a nominal increase in shipments and about a 5 per cent decrease in new business. When compared with reports for the same period a year ago, when, however, 15 more mills reported, the softwood industry shows some increase in production, with considerable decreases in shipments and new business.

The 148 hardwood mills report a slight increase in production for the week, when compared with reports from 154 mills for the preceding week, and nominal decreases in shipments and new business. In comparison with reports for the same week last year, when 139 mills reported, production was about the same, with notable decreases in shipments and new business.

The unfilled orders of 229 Southern Pine and West Coast mills at the end of last week amounted to 630,296,260 feet, as against 634,458,780 feet for 214 mills the previous week.

TEXTILE

Takes Over Three Mills.

The Neisler Mills, Inc., recently chartered at Kings Mountain, N. C., with a capital of \$1,200,000, have taken over the Margrace, Pauline and Patricia Mills. C. E. Neisler is president and P. M. Neisler, treasurer, of the Neisler Mills.

Bedford Johnson Company Incorporated.

Bedford, Va.—With an authorized capital stock of \$35,000, the Bedford Johnson Company, Inc., has been granted a charter to operate woolen mills and manufacture garments. Landon P. Lowry is the president of the company and A. J. Carthorn, secretary, both of Bedford. Other incorporators include Morgan P. Hunter and W. P. Hurt, also of Bedford.

Contract for Mill Addition at Concord, N. C.

J. E. Sirrine & Co. of Greenville, S. C., engineers for additions to the plant at Concord, N. C., of the Kerr Bleaching and Finishing Works, Inc., advise that contract has been awarded to B. W. Bartholomew of Charlotte, N. C., for the erection of a one-story, brick and steel wood beam addition to the finishing building, 151 by 40 feet, and attached flock house, 25 by 40 feet. Work is expected to begin within a short time. The present mill is equipped for finishing cotton goods, napping, bleaching and dyeing and has a capacity of 10 tons per day. D. B. Coltrane is president of the company.

Dam and Power House to Operate Mill.

Mouth of Wilson, Va.—The Fields Manufacturing Company, Inc., which operates a woolen blanket mill here, plans to build a dam and power house across New River above Fox Creek to generate power for the operation of its plant. The dam, it is said, will be 7 feet high, to create a pond of 90 acres for a primary development of 200 horsepower. In addition to blankets, the company produces slasher and clearer cloths, operating 575 woolen spindles, 10 looms, one set of cards and dyeing and finishing departments. Its officers include J. J. Fields, president; J. Cam Fields, treasurer, and T. E. Duncan, superintendent.

Work on Marietta Mill to Start Promptly.

Marietta, S. C.—Work on Marietta's new cotton mill will begin within the next few days, to be completed in five months, according to announcement made by John D. Pellett of Fiske-Carter Construction Company of Greenville, S. C., contractors. About 250 workmen will be employed for the job.

The contract which was awarded by S. Slater & Sons of Webster, Mass., owners, through J. E. Sirrine & Co. of Greenville, engineers, calls for the erection of a two-story brick plant with a one-story weave-shed, opener room, boiler room, warehouses and reservoir. The figure was said to be around \$275,000 for the buildings alone. Contract for employes' cottages will be awarded later.

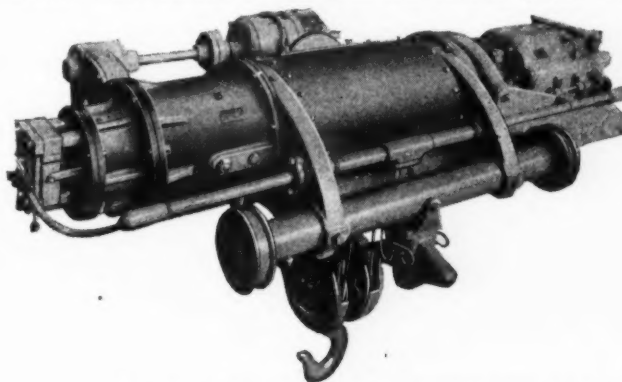
The prompt materialization of plans to establish a large textile plant in upper Greenville county is taken by many as an indication of the extensive industrial development which is expected rapidly to extend over the Piedmont section where the supply of pure water is plentiful and other living conditions are almost ideal. Enormous water-power projects in the Carolinas are providing ample supply of power in convenient form and at cheap rates and offer important inducement to rapid and extensive developments.

MECHANICAL

Crane Trolley for Close Clearances.

In developing the new Shepard standard type crane trolley here illustrated it is stated that the Shepard Electric Crane and Hoist Company of Montour Falls, N. Y., the manufacturers, took particular care that clearances be made as small as possible so as to provide a compact trolley in every respect, including a special low headroom type for conditions where overhead clearances are extremely limited.

The load-carrying frame of this latest type of trolley is of all-steel construction, consisting of box section girts. This



THE NEW STANDARD TYPE CRANE TROLLEY.

composite frame is stated to be unlike any solid frame; because of its composite construction it is free from shrinkage stresses, and due to this it does not change form. Hence its exactness is unaffected by either seasoning or by loading while in use.

Axle brackets consisting of heavy, seamless drawn steel tubes, passing through bored openings in the girts carry the frame. Thus the entire load-carrying structure from trolley wheels to winding drum is of steel and is detailed to the greatest possible strength and stiffness.

Two types of mounting for the hoist motor are provided and are optional. One of these is by bolting its field frame to an adapter, or, as an alternative, on its feet on a shaft near the center of the driven axle bracket. Any type of motor either solid or split frame of appropriate size may be used.

The trolley gearing although similar to former designs has been made of more ample size, affording gears of larger diameter and higher gear ratios. The load block is fully enclosed to prevent accidents by workmen getting their hands caught between the rope and the sheave.

It is further remarked by the company that the entire range of crane trolley construction covering seven distinct types of crane trolleys through the new designs is available of uniform design and only a few special parts, thus favorably affecting costs and at the same time permitting the best type of construction.

Texas Walnut Stumps Exported for Making Furniture.

Walnut stumps have been added to the growing list of Texas export products, according to H. A. Loeffler, assistant general freight agent of the Southern Pacific Lines in San Antonio. Mr. Loeffler said his railroad is carrying walnut stumps by the carload from Boerne, Texas, to Galveston on the Gulf, where they are shipped to France and Germany. Several carloads of stumps already have been dispatched to foreign ports and others will move soon. The stumps are used in the manufacture of furniture.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airplane Plants, Stations, Etc.

Fla., Pensacola—County Comms., plan issuing \$100,000 bonds for airport. See Financial News—Bond Issues Proposed.

La., Shreveport—Chamber of Commerce, reported, interested in airport; purchased 180 acres in Agur. 7-14

Miss., McComb—Chamber of Commerce, Ray P. McCullough, Pres., and J. M. Rigby, Sec., reported, interested in establishing airport.

Miss., Meridian—Chamber of Commerce, reported, interested in establishing airport.

Okla., Shawnee—Shawnee Air Transport Corp., incorporated; Holton A. Phillips, Tom Douglas, C. C. Willard.

Tex., Fort Worth—City, O. E. Carr, Mgr., reported, considering appropriation of \$20,000 to construct second wing to hangar at Meacham Field.

Tex., Wortham—N. W. Riley, Field Mgr., will have charge of improvements to airport; will erect building. 7-14

Bridges, Culverts and Viaducts

Proposed Construction

Ala., Cedar Bluff—Cherokee County Comms., plan bridge over Coosa River at Cedar Bluff.

Ala., Mobile—Mobile County Comms., plan highway bridge across Southern Ry. tracks on Route No. 1, to Mobile Bay Bridge, approximate cost \$14,000.

Florida—State Road Dept., receives bids for 3 bridges. See Roads, Streets, Paving.

Fla., St. Augustine—St. Johns County Comms., C. Samuel Johnston, County Mgr., requesting permission of War Dept., for Crescent Beach Bridge, on Road No. 10, consisting of 3700-ft. causeway, 1875-ft. creosoted pile trestle, and double leaf bascule navigation draw; may receive bids in 60 to 90 days.

Ga., Waverly—State Highway Comn., East Point, plans bridge across Little Satilla River, 6 mi. east of Waverly, vertical clearance of 16 ft. above mean low water, horizontal clearance of 110 ft.; plans from Room 207 Post Office Bldg., Savannah, and at sub-district Engr. Office, Brunswick.

Ky., Hazard—City and Perry County Fiscal Court sold to L. B. Turnbull, Jr., Trustees, franchise, to erect, maintain and operate toll bridge on site of old city bridge; will cost about \$55,000, and built under supervision of engineer, approved by State Highway Comn., and by their plans. 7-21

Ky., Lexington—Stanley Trent, Lawrenceburg and C. Frank Dunn, Preston Arms Apts., Lexington, reported, applied for franchise for steel bridge at Tyrone Ferry on Versailles-Lawrenceburg Road, connecting Ashland, Maysville and Cincinnati, with western Kentucky.

Ky., Paducah—Paducah-Ohio River Bridge Co., Richard Rudy, Pres., receives bids Aug. 22 for steel and concrete bridge over Ohio River, between Paducah and Brookport, Ill.; 6000 ft. long including approaches; 700-ft. main channel span; 400 to 500 ft. other spans; 25-ft. driveway; cost about \$2,000,000; Harrington, Howard & Ash, Engrs., 1012 Baltimore Ave., Kansas City, Mo. 7-21

La., Coushatta—Louisiana Highway Comn., Maj. Frank T. Payne, Chmn., Baton Rouge, plans receiving bids by Nov. 1, for free bridge over Red River at Coushatta, Red River Parish; Nicholls W. Bowden, State Highway Engr.

La., Gretna—Louisiana Highway Comn., Maj. Frank T. Payne, Chmn., Baton Rouge, receives bids Aug. 23 for Bayou Oise Bridge on Gretna-Lafitte Highway, at Lafitte, Jef-

erson Parish, eleven 25-ft. creosoted timber trestle spans on creosoted piling, 2300 ft. untreated lumber, 42,000 ft. creosoted lumber, 1750 lin. ft. creosoted piling; plans on file; Nicholls W. Bowden, State Highway Engr.

La., New Orleans—Allen S. Hackett, Consult. Engr., 515 Whitney-Central Bldg., advises regarding proposed bridge over Mississippi River, connecting New Orleans and Gretna: "We expect to get necessary franchise from State Highway Comn. within next week or so. We plan to form bridge company, with Chicago financiers participating." 7-7

La., New Orleans—Dept. of Public Finances received low bid from Thos. H. Brockman, Hibernia Bldg., for I-beam bridge over Florida Ave. Canal on Axis of upper roadway of Franklin Ave., etc. 6-23

Miss., Moss Point—City, J. F. Carter, City Marshall, plans building approaches to 2 bayou bridges, at Foundry St. and Belvue Ave., and repairing 2 bridges.

Miss., Vicksburg—Warren County Board of Supvrs., J. G. Sherard, Chancery, Clk., receives bids Aug. 10 for single 20-ft. clear opening lift bridge span, with creosoted timber trestle approaches on Brunswick Road, at Eagle Lake over entrance to Brunswick Canal, about 1475 lb. structural steel, necessary cables, sheaves, counterweights, boxes, shafting and hand winch to handle 50,000 lb. lift span, 24,800 ft. creosoted lumber, 1110 ft. untreated lumber; plans on file.

Miss., Vicksburg—State Highway Comn., Jackson, plans concrete bridge on main highway into Vicksburg, cost \$15,000 to \$20,000; replace old wooden bridge.

Oklahoma—State Highway Comn. received low bids for 3 bridges. See Roads, Streets, Paving.

South Carolina—State Highway Dept. receives bids for 4 bridges. See Roads, Streets, Paving.

Tennessee—Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Comr., Nashville, receives bids Sept. 16 for 3 bridges: Loudon County—over Tennessee River, on State Highway No. 2, between Lenoir City and Sweetwater, near Loudon, steel river-span: two 180-ft., three 220-ft., one 320-ft. reinforced concrete deck-girder approach spans; twenty-three 40-ft., twelve 24-ft.; Benton and Humphries Counties—over Tennessee River, State Highway No. 1, between Waverly and Camden, steel river spans: two 220-ft., two 320-ft., one 366-ft.; fifty 40-ft. reinforced concrete deck-girder approach spans; Hardin County—over Tennessee River, State Highway No. 15, Waynesboro to Selmer, near Savannah, steel river-spans: three 320-ft., one 366-ft.; thirty 40-ft. reinforced concrete deck-girder approach spans; plans on file about Aug. 15.

Tenn., Union City—Obion County considering bridge over Obion River at Obion.

Texas—See Roads, Streets, Paving.

Tex., Austin—City, Adam R. Johnson, City Mgr., plans re-surfacing Colorado River Bridge at foot of Congress Ave.; Orin E. Metcalfe, City Engr.

Tex., Belton—State Highway Comn., Austin, allowed \$40,000 to repair Armstrong Bridge, over Little River on Dallas-Austin Highway, 6 mi. north of Holland.

Tex., San Antonio—Bexar County, Augustus McCloskey, County Judge, receives bids Aug. 5 for 7 culverts: Extend 6 concrete culverts on Castrovilla Road, between Medio Creek and County line; reinforced concrete culvert on Cupples Road at Roselawn Road; G. H. Collins, County Engr.

Tex., Waco—State Highway Comn., R. S. Sterling, Chmn., Austin, receives bids Aug. 15 for creosoted timber bridge with I-beam stringers over Tehuacana Creek on Highway No. 31, McLennan County; E. C. Woodward,

Div. Engr.; R. A. Thompson, State Highway Engr.

Virginia—State Highway Comn. receives bids for 2 bridges. See Roads, Streets, Paving.

Va., White House—Acting Sec. of War Davison, approved plans of Southern Ry. Co., B. Herman, Ch. Engr., Washington, D. C., for bridge across Pamunkey River.

West Virginia—See Roads, Streets, Paving.

W. Va., Charleston—See Roads, Streets, Paving.

W. Va., Green Spring—Green Spring-Old Town Bridge Co., capital \$200,000, organized; G. C. Conley, Pres.; B. F. Shanoltz, First V.-P.; F. A. Seabold, Sec.-Treas., all Green Spring; F. Vernon Aler, General Counsel, Martinsburg, W. Va.; plans erecting toll bridge, between Green Spring and Old Town, Md. 7-28

W. Va., Point Pleasant—McLaughlin, MacAfee & Co., Pittsburgh, Pa., and Mackubin, Goodrich & Co., Baltimore, Md., have purchased 5000 shares of \$7 cumulative first preferred stock of West Virginia-Ohio River Bridge Co., which is building vehicular steel suspension bridge across Ohio River, at Point Pleasant, W. Va., to point above Gallipolis, Ohio. 7-7

Contracts Awarded

Ark., Fort Smith—See Roads, Streets, Paving.

Fla., Panama City—Nashville Bridge Co., reported, has contract for 3700 tons structural steel for East and West Bay Bridges, across St. Andrews Bay, to be built by Johnson, Drake & Piper, 600 Lincoln Road, Miami Beach. 7-21

Ga., Alma—Bacon County Comms., T. J. Townsend, Commr. of Roads and Revenues, let contract to Coffee Construction Co., for Stewart Bridge.

Ky., Covington—John C. Dice, Asst. to V.-P. Chesapeake & Ohio Ry. Co., Richmond, advises regarding grade crossing elimination for bridge over Ohio River, between Covington and Cincinnati, Ohio, to be built by Chesapeake & Ohio Ry.: "Contract for grade separation through Covington, awarded to Boxley Brothers Co., Orange, Va." 7-21

Miss., Magnolia—Pike County Board of Supvrs. let contracts for 3 bridges: Clear Creek Bridge, T. L. McCormack; Kalgler and McEwen Bridges, to Busby Brothers.

Miss., Vicksburg—Warren County Board of Supvrs., J. E. Sherrard, Chancery, Clk., let contract to W. H. Groome & Son, Fayette, Miss., for 2 bridges and box culvert: Skillakellah Creek Bridge, \$10,573; creosoted timber bridge, at Haynes Bluff, \$5899; concrete box culvert, \$4829. 7-21

Texas—See Roads, Streets, Paving.

Tex., Austin—City, Adam R. Johnson, Mgr., let contract to C. C. Moore, Georgetown and Temple, at \$14,390, for reinforced concrete bridge across Johnson Creek on Dam Blvd. 7-21

Tex., McLean—Gray County Comms., Lefors, let contract to Austin Bridge Co., 1813 Clarence St., Dallas, at \$38,000, for 3 bridges north and northwest of McLean, across McLellan Creek, to McLean oil field.

Tex., San Benito—City Comn. let contract to Dadds & Wedegartner, at \$7700 for 185-ft. creosoted pile bridge across Resaca at Breen St., 20-ft. roadway, 6-ft. walk.

Canning and Packing Plants

Fla., Tampa—Willson Citrus Products Co., capital \$60,000, incorporated; John F. Willson, L. A. Brown.

Fla., Winter Garden—M. C. Britt, reported, construct 204x40 ft. packing plant.

Clayworking Plants

Ky., Louisville—Cohart Refractories Co., 1306 Starks Bldg., incorporated; Alexander D. Falck, Pres.; Herbert Knox Smith, Sec., Hartford, Conn.; have 5 acre site; will erect plant for manufacture of glass furnace block. Invention of Dr. Gordon S. Fulcher; for Corning Glass Works, Corning, N. Y.

Tex., Beaumont—Beaumont Brick Co., Orange Highway, reported, increased capital \$30,000 to \$60,000.

Tex., Tyler—Tyler Brick Co. increased capital \$75,000 to \$100,000.

Va., Norfolk—Larson Brick Co., L. Larson, Pres., 521 Massachusetts Ave., will repair plant near Suffolk; daily output 17,500 brick. See Want Section—Machinery and Supplies.

Coal Mines and Coke Ovens

Va., Pulaski—Smokeless Fuel Co., Rana-wha Bank and Trust Bldg., reported, purchased property of Gunton Park Anthracite Collieries Corp. in Wythe County.

Va., Richmond—Cullen Coal Co., capital \$15,000, incorporated; LeRoy R. Cohen, Jr., Hiram M. Smith, both Times-Dispatch Bldg.

W. Va., Dola—Penn-Dola Coal Co., reported, acquired interest in 60 coal tracts in Eagle and Sardis districts.

Concrete and Cement Plants

Ga., Macon—Elkan Stone Tile Manufacturing Co., Box 715, Stanley Elkan, Pres., let contract to O. A. Roberts for new plant, 350 yds. dirt to be removed; install National Stone Tile Co. patented equipment; one 7-s concrete mixer with electric motor; manufacture building tile and other concrete products, daily output 5000 tiles. See Want Section—Machinery and Supplies. (7-21)—Reported under Miscellaneous Enterprises.)

Ga., Savannah—Inter-American Brick and Tile Corp., Benjamin B. Semilof, Pres., 154 Nassan's St., New York, reported, establish cement brick and tile plant with capacity of 75,000 bricks or 8500 sq. ft. of tile every 8 hours; will install machinery cost \$75,000.

Cotton Compress and Gins

Ala., Tuscaloosa—Tuscaloosa Compress Co., capital \$100,000, incorporated; S. G. Swain; erect compress and warehouse with capacity 5000 bales; mill construction; equipped with sprinkler system. 4-14

Ark., Marianna—George S. Word, reported, acquired gin plant near city water works; will improve.

La., Lake Charles—Lake Charles Compress and Warehouse Co., reported, install \$40,000 machinery.

Miss., Quitman—C. L. Mayo, reported, interested in construction of gin.

S. C., Bamberg—H. L. Free, reported, acquired cotton gin, will improve.

Tenn., Memphis—Service Gin Co., capital \$10,000, incorporated; George S. Word, 409 Cambridge St.; George H. Poole, Bank of Commerce Bldg.; John R. Wallace, 1675 Peach St.

Tex., Belton—Farm Bureau Gin Co., Box 215, let contract to New Lumber Co., for cotton gin, 90 bale capacity; 24x90 ft.; concrete and brick; cost \$40,000; Continental Gin Co., Mehy. Contrs.; R. E. Tulloch, plumbing Contr. 7-14

Tex., Corpus Christi—Port Compress Co., increased capital \$100,000 to \$250,000.

Tex., Hamlin—Farm Bureau Gin Co., W. L. Fletcher, Pres., is constructing \$35,000 plant.

Tex., Levelland—Farm Bureau Gin Co., reported, construct gin.

Tex., Troup—M. B. Smith, W. A. Shaw, reported, interested in organization of company with \$15,000 capital; erect and operate cotton gin in Blackjack.

Cottonseed-Oil Mills

N. C., Goldsboro—Eastern Cotton Oil Co., Norfolk, Va., reported, acquired plant of Merchants Fertilizer and Phosphate Co.

Okla., Cushing—Commonwealth Cotton Oil Co., capital \$75,000, incorporated; J. H. Bellis, Earl Godwin, M. E. Groom.

S. C., Cheraw—Cheraw Cotton Oil Co., Inc., capital \$100,000, chartered; M. C. Thomason, Donald Matheson.

Drainage, Dredging and Irrigation

Ark., Jonesboro—Drainage District No. 30, formally created, A. P. Patton, special Judge; project includes dredging of Big, Lost and

Christian Creeks, drainage of western part city and about 6000 acres land outside city limits; estimated cost \$225,000; probably let contracts latter part of August.

Ark., Osceola—Board of Comrs., Sub-Dist. No. 3 of Grassy Lake and Tyrnza Drainage Dist. No. 9, Mississippi County, receives bids Aug. 9 to clear drainage channels; Morgan Engineering Co., Memphis, Engrs. See Want Section—Bids Asked.

Tex., Austin—Brazos Valley Irrigation Co., W. T. Eldridge, Pres., Sugarland, reported, applied to State Board of Water Engrs., for permit to impound 5250 acre ft. of water from Brazos River near Navasota for irrigation, power generation and to form an amusement lake; will construct dam, install pumps and turbines.

Electric Light and Power

Ala., Hanceville—Municipal Water and Light Co., Cook Bldg., reported, construct \$77,000 power plant.

Ark., Lead Hill—Paul Jones, New Orleans, La., has franchise; is installing light plant.

Fla., Daytona Beach—See Roads, Streets, Paving.

Fla., Ocala—City votes Sept. 6 on \$150,000 bonds for remodeling electric light plant; J. N. Eley, Engr. 6-30

Fla., Pinacastle—Pinacastle Water and Light Co., A. S. King, Pres., reported, has 30-yr. franchise; will construct \$100,000 plant, install \$20,000 equipment; will also operate ice plant.

Ga., Waycross—Georgia Power Co., Atlanta, W. H. Wright, Sec., advises in regard to report published in Manufacturers Record of July 28 regarding application to Public Service Comn., for permission to issue gold bonds and common stock: "We do not know of any plan under which this company contemplates issuing \$3,198,000 6% gold mortgage bonds and 15,804 shares of common stock."

La., New Orleans—Jefferson Davis Parkway Improvement Assn., reported, install white way system along Jefferson Davis Parkway.

Miss., Blue Mountain—City, A. A. Graham, Mayor, reported, plans securing electric power from City Light and Power Co., New Albany. 7-21

Mo., Kansas City—Willard E. Winner, reported, construct electric line from Liberty to Kansas City.

N. C., Henderson—Carolina Power and Light Co., Raleigh, reported, acquired 10 acres on Henderson-Oxford Highway for substation.

Oklahoma—T. C. Hughes, 1626 S. Baltimore St., Tulsa; E. G. Fike, 14½ E. Second St., Tulsa, and associates, reported, to soon begin construction of \$2,500,000 diversion dam and canal starting at Kaw City on Arkansas River, extending 14 miles southwest to point near Fairfax; dam will be 1400 ft. long and 8 ft. high, will divert water into ditch 10 ft. deep, 14 miles long; 2½ miles will be tunneled under high hill south of Kaw City; will utilize water of large reservoir covering for power to generate electricity; permit granted for construction by State Conservation Board, Oklahoma City. 5-12

Tenn., Rossville—Clark Electric Co., reported, install white way in business section.

Tenn., Watertown—City voted \$10,000 electric light bonds. See Financial News—Bond Issues Proposed. 5-26

Tex., Big Springs—Texas Electric Service Co., John W. Carpenter, Pres., Interurban Bldg., Dallas, reported, has plans for extending electric transmission line service in West Texas, is constructing lines to supply counties of Martin, Midland, Ector, Winkler, Loving, Ward, Crane and Upton; has recently acquired properties or has established electric power and light service in Stanton, Midland, Odessa, Crane, Monahans, Pyote and Wink; will connect at Eastland with transmission system of Texas Power and Light Co.

Tex., Navasota—Western Public Service Co., 72 W. Adams St., Chicago, Ill., reported, expend \$800,000 on 66,000 and 33,000 volt transmission lines through Liberty, Montgomery, Trinity, Madison and Grimes counties; lines to be connected with Neches power plant of Gulf States Utilities Co. at Beaumont

Va., Alexandria—City Council authorized city manager to enter into contract with Virginia Public Service Corp., Charlottesville and Newport News, to install lighting system for white way extension on King St.

Va., Virginia Beach—John Baldwin, Engr., reported, completed plans for white way; opens bids Aug. 5.

W. Va., Moundsville—City, reported, install

white way system in downtown section. Address The Mayor.

Fertilizer Plants

Va., Norfolk—Smith Rowland Co., capital \$50,000, incorporated; R. B. Rowland, Jr., 18 Holly St.; R. B. Douglass, Board of Trade Bldg.

Foundry and Machine Plants

Ky., Paducah—H. E. Shelton Machinery Co., 2200 Bridge St., acquired plant of Perfect Exit Fly Screen Door Co.; manufacture machinery of all kinds.

La., New Orleans—New Orleans Car Wheel Co., Inc., capital \$500,000, chartered; A. C. O'Neill, Jr., 1469 Henry Clay Ave.; J. Beuther, 4115 Coliseum St. The Pullman Car and Manufacturing Corp., Chicago, Ill., is constructing foundry for manufacture of chilled iron wheels for railroad equipment, to be in operation early in fall; to be operated by New Orleans Car Wheel Co., Inc. 4-28

La., Southport—The Austin Co., 6112 Euclid Ave., Cleveland, Ohio, have sublet following contracts for plant of Hannibal Car Wheel & Foundry Co.: Roofing and sheet metal, Olympia roofing piles to J. E. Hemenway, 4130 Boudin St.; sand, gravel, cement and brick, Johncke Service, Inc., 814 Howard Ave., both of New Orleans, La.; steel, Austin Co., 16112 Euclid Ave., Cleveland, Ohio; heavy timber, W. Buchanan, Texarkana, Ark.; roof sheathing lumber, Weaver Bros., Commercial Bank Bldg., Shreveport, La.; hardware, Richard Wilcox, Aurora, Ill.; sash and reinforcing steel, Truscon Steel Co., Youngstown, Ohio; glass, Mississippi Glass Co., 4070 N. Main St., St. Louis, Mo.; putty, Truscon Laboratories, Caniff St., Detroit, Mich.; heating, lighting power and plumbing to be let; contract includes office building 40x40-ft., cleaning and blower lean to 30x70-ft., foundry 100x200-ft., cupola 30x40-ft., machine and pattern shop 40x60-ft. with 24x40-ft. leanto. 9-21

Mo., St. Louis—Commercial Foundry Co., 7823 Alabama St., reported, let contract to Stupp Brothers, Syndicate Trust Bldg., for foundry; 1-story, 105x125 ft.; install equipment. 7-21

Tenn., Athens—Athens Stove Works, C. L. Williams, Mgr., reported, enlarging warehouse and foundry.

Tenn., Chattanooga—Herron Stove and Foundry Co., capital \$150,000, incorporated; Frank Herron, Bert Adams, Hugh Lynn.

Tex., Dallas—Cotton Ginning Machinery—Murray Co., 3200 Williams St., reported, expend \$100,000 for expansion in 1928.

Tex., Dallas—Oil Well Tools—Guiberson Corp., N. G. Guiberson, Treas., Forest St., reported, to double size of present plant near Forest Ave.

Tex., Dallas—Mosher Steel and Machinery Co., W. S. Mosher, Pres., reported, started construction of \$500,000 plant on 30 acre site on Maple Ave. Rd.; erect 11 buildings; all steel construction, except office building which will be brick and steel; ornamental iron shop, structural steel shop, foundry, blacksmith shop, warehouse, pattern shop and machine shop.

Gas and Oil Enterprises

Fla., Bradenton—John A. Reed, Cedar Rapids, Iowa, Pres., Southern Gas and Electric Co., reported, to take over municipal gas plant Aug. 1; will construct high pressure line to Sarasota via Manatee; expend \$250,000 in improvements; install distributing system in Manatee; serve Samoset and Oneco with gas; local office, Peninsular Telephone Company Bldg. 3-24

Fla., Lake Wales—Florida Pioneer Oil Corp., incorporated; August Heckscher, New York City; Josephine S. Yarnell.

La., Monroe—Industrial Gas and Development Co., capital \$120,000, incorporated; G. E. Jordan, 114 De Siard St.; John E. Kelly, O. E. Hodge.

La., Monroe—United Producing Co., Inc., capital \$250,000, incorporated; Oscar Nelson, Union Trust Bldg., Charleston, W. Va.; T. A. Whelan, Weston, W. Va.; C. H. McHenry, 303 McKinley St., Monroe.

La., Rayville—T. L. James, Ruston, will construct 8 mi. pipe line to gas field, 3 miles distribution system in city. 6-23

La., Shreveport—Greenwood Production Co., Inc., capital \$100,000, incorporated; J. A. Thigpen, Eugene Harding, both 604 Ardis Bldg.

La., Sterlington—Sterlington Oil Co., Inc., chartered; D. Y. Smith, Hervey Grege.

Miss., Natchez—City considering granting natural gas franchise. Address The Mayor.

Mo., Kansas City—George F. Coomber, 800

Westover Rd., Kansas City, and John L. Knorpp, of Southwest Oil and Development Co., 409 1/2 Polk St., Amarillo, Tex., reported, applied for 30 yr. industrial gas franchise; will construct 24-in. line, would move daily about 162,000,000 ft. 7-28

Mo., St. Louis—Puritan Oil Corp., 131 Ferry St., reported, construct 1 story warehouse, 65x160 ft., composition roof; cost \$15,000; A. K. Stell, Bldr., 813 Chestnut St.; P. R. Harrison, Archt., Arcade Bldg. 7-28

Okla., Pryor—City votes soon on bonds for acquiring gas distributing plant. Address The Mayor.

Texas—Western Gas and Fuel Supply Co. (Barney Carter Interests, Ranger), San Angelo, reported, let contract to Atex Construction Co., Eastland, to lay 76 miles of 8-in. gas mains from San Angelo to Ballinger, Winters, Miles, Rowena, Talpa, Valera, Silver City and piping of these towns for gas; a 20-mile of 6-in. main will also be laid from main line to Winters; G. A. Phillips, San Angelo, will supervise construction. 6-9

Texas—Lone Star Gas Co., 1915 Wood St., Dallas, reported, construct pipe line Georgetown and Tyler. 5-19

Tex., Amarillo—Reagan County Purchasing Co., H. J. Corcoran, Pres., reported, considering electrification of pumping equipment in oil fields on Edwards plateau in Trans-Pecos fields; company is subsidiary of Marland Gas and Oil Co., Ponca City, Okla. 5-19

Tex., Amarillo—U. S. Government, Bureau of Mines, H. A. Cantrell, Ch. Engr., Helium Division, Washington, D. C., reported, considering establishment of helium plant.

Tex., Brady—Roy M. Ragsdale will probably receive gas franchise.

Tex., Colorado—Thraves Oil Corp., capital \$25,000, incorporated; W. W. Thraves, R. H. Ratliff, L. W. Sandusky.

Tex., Fort Worth—Adams Gasoline Co., capital \$100,000, incorporated; H. H. Adams, L. J. Wardlaw, both W. T. Waggoner Bldg.; L. D. Hill.

Tex., Houston—Houston Natural Gas Co. and Houston Pipe Line Co., subsidiaries of Houston Oil Co., reported, granted pipe line franchise. 5-26

Tex., Houston—Humble Oil and Refining Co., reported, expend \$300,000 for checking water pollution.

Tex., Houston—Texas Pipe Line Co., reported, constructing pipe line; north of Corsicana company is laying 8-in. loop, distance of 25 miles; north of Dobbin, 11 miles of 10-in. pipe.

Tex., Miles—San Angelo Gas Service Co., San Angelo, reported, construct natural gas pipe line 73 miles long from North Coleman County fields.

Tex., Nacogdoches—Dixie Gas and Fuel Co., Houston, reported, has gas franchise.

Tex., San Angelo—San Angelo Refining Co., R. P. Humes, V.-P., reported, rebuild burned refinery.

Tex., Temple—Lone Star Gas Co., R. A. Crawford, Mgr., 1915 Wood St., Dallas, reported, build lines from Temple toward Austin, to Georgetown and Taylor.

Tex., Texas City—Houston Pipe Line Co., Houston, reported, applied for gas franchise.

Tex., Wichita Falls—Wichita Pipeline Co., City Natl. Bank Bldg., reported, expend \$125,000 for 35 mile pipe line.

Ice and Cold-Storage Plants

D. C., Washington—Terminal Refrigerating and Warehousing Co., 4 1/2 and B Sts. N. W., Wrisley Brown, Pres. and Gen. Counsel, reported, formed for purpose of co-ordinating plant operation and business of Washington Market Co. with operation of subsidiary, the Terminal Refrigerating and Warehousing Corp., capital \$1,000,000.

Ky., Princeton—Citizens Ice Co., Inc., B. B. Boltz, Mgr., Cadiz St. and railroad, let contract to C. P. Woods & Co., Cincinnati, Ohio, for new plant, concrete, built-up roof; daily output 20 tons.

La., Donaldsonville—Louisiana Public Utilities Co., Inc., Lafayette, La., W. H. Corddry, Pres., advises acquired ice plant of Mutual Ice Co. at White Castle, La., located approximately half way between Donaldsonville and Plaquemine; have no plans in view for extensive improvements; beyond installation of certain items of auxiliary equipment for purpose of improving economy of operation. 7-21

La., New Orleans—New Orleans Cold Storage and Warehouse Co., Sol Drapekin, Pres., 130 S. Front St., reported, to construct ice plant; cost \$130,000.

Miss., Pelahatchie—R. L. Brown and as-

sociates, plans organizing company, erect \$15,000 ice plant, daily output 12 tons.

Mo., Kansas City—Schurtz System Refrigeration Co., capital \$100,000, incorporated; Ralph E. Schurtz, 712 Wyandotte St.; Robert N. Tutt.

Mo., St. Louis—Polar Wave Ice and Fuel Co., reported, let contract to Fruin-Colnon Contracting Co., Merchants Laclede Bldg., for \$75,000, car-icing plant, 600 ft. long on Rutter St.

Tex., Edinburg—Pacific Fruit Express Co., Southern Pacific Bldg., Houston, let contract to Ware Co., 1614 E. Missouri St., El Paso, for \$250,000 ice plant with condenser basin, spray pond, etc., reinforced concrete, steel and frame; plans by company's engineering department; H. T. Whyte, Asst. Gen. Mgr., 65 Market St., San Francisco, Cal. Ware Co., wires: "Sub-contractors are: Houston Structural Steel Co., 3910 Washington St., for structural steel, miscellaneous iron and reinforcing; for millwork, Steves Sash and Door Co., 602 Monterey St., San Antonio; steel sash and doors, Truscon Steel Co., Youngstown, Ohio; roofing, Johns Manville Co., Madison Ave. and 41st St., New York; cork and machinery by owners." 6-30

Land Development

Ala., Birmingham—Oakwood Land Co., has 104 acres; will develop 40 acres for subdivision; install paved streets, sidewalks, lights, water, gas and sewerage; A. J. Grefenkamp, Landscape Archt., Bankers Bond Bldg.

Ala., Selma—City, Mayor Rowell, will develop park on Jones and Valley Creek.

D. C., Washington—Zarin Realty Co., Inc., capital \$100,000, incorporated; Jacob Zarin, Neuman Zarin, 704 Otis St. N. W.; Jos. L. Tepper, 468 Louisiana Ave. N. W.

D. C., Washington—Thomas J. Luckett, Capitol Heights, Pres. Federation of Citizens of Eighteenth Effective District of Prince George's County, reported, interested in development of 20 acre park between Seat Pleasant and adjacent to District line.

D. C., Washington—Wm. Montgomery, Pres. Acacia Mutual Life Association, Homer Bldg., reported, acquired and will develop 60 acres along Daniel Road and Rittenhouse St.

Fla., Dania—Hoffman Construction Co., A. J. Ryan and Arthur Cameron, reported, develop 187 acre tract on Broward Rd.; will drain and irrigate and divide tract into 10 and 20 acre plots for individual farming.

Fla., Davenport—Holly Hill Fruit Products Co., capital \$100,000, incorporated; Jas. Watkins, Frank W. Crisp, R. M. Atkins.

Fla., Fort Myers—Fort Myers Seminole Estates Corp., incorporated; William H. Limburg, Charles F. Boine.

Fla., Jacksonville—Walters Realty Co., capital \$15,000, incorporated; J. W. Sanborn, Wm. C. Guthrie, 443 E. Fifth St.

Fla., Jacksonville—State Street Property Corp., capital \$12,000, incorporated; H. C. Buckland, 1718 Park St.; A. A. McCord.

Fla., Jacksonville—Acosta Groves Co., incorporated; Tracy Acosta, Dyal-Upchurch Bldg.; John S. Acosta.

Fla., Lake Wales—Princess Groves, Inc., capital \$175,000, chartered; H. S. Norman, John D. Clark.

Fla., Miami—Calhoun Corporation, incorporated; Ollie H. Wilson, John H. Wilson.

Fla., Miami—Charles Holding Co., capital \$10,000, incorporated; L. H. Cowdery, E. A. Cowdery.

Fla., Miami—Lefsey Enterprises, Inc., incorporated; J. H. Lefsey, Willis Lefsey.

Fla., Miami—Dominion Properties, Inc., capital \$1,000,000, incorporated; E. L. Stapp, Seybold Bldg.; H. F. Ward, 1311 Alhambra Circle.

Fla., Orlando—Orange County Co., capital \$450,000, incorporated; Foster E. Allison, Cambridge, Mass.; Elmer R. Beeler, 84 State St., Boston, Mass.; Gladwin M. Nead, Norwood, Mass.

Fla., Palatka—South Hastings Corp., reported, acquired 30,000 acres land in Putnam and Flagler Counties for Slovak colonization; will divide into 20 acre farms, each with wells, fences and 5 room houses.

Fla., Plant City—Plant City Golf and Country Club, reported, let contract to W. D. Clark for 9 hole golf course.

Ga., Midville—Kiwanis Club, G. M. Barnes, Chmn., reported, interested in developing park.

Ga., Savannah—Metropolitan Realty Co., incorporated; Jacob Gazan, Realty Bldg.; J. Maril, 310 E. Gaston St.; Aaron Guthman, 18 1/2 E. 37th St.

Ky., Louisville—Aid Realty Co., capital \$60,000, incorporated; John M. Seitle, 1578 Cherokee Rd.; James T. Duffy, William H. Fritsch, 1712 Edenside St.

La., Hammond—Italian Cemetery Assn., Inc., capital \$10,000, chartered; Sadie Depaula, Sam Varisco, Philip Gugliuzza.

La., Metairie—Betz Realty Co., Inc., capital \$350,000, incorporated; John N. Betz, Geo. N. Betz, Frederick Betz.

La., Montgomery—Harrison Realty Co., capital \$25,000, incorporated; Lloyd J. Harrison, A. C. Tedlie, G. T. Harrison.

La., New Orleans—Pontlake Estates, Inc., A. T. Dusenbury, Pres., Marine Bank Bldg., will develop 160 acre subdivision; plans not definitely decided on. 7-14

La., New Orleans—Edgelake Lands, Inc., 831 Gravier St., developing tract of land along lake front between Industrial Canal and Little Woods; install sidewalks, electric lights, water, telephone, roads, etc.; expend \$400,000; John H. Bernhard, C. E. Hibernia Bldg.

La., New Orleans—Petrie Realty Co., Inc., capital \$60,000, incorporated; Jos. Petrie, 929 N. Dorgenois St.; Benito E. Johnson, Louis J. Petrie, 2618 Dumaine St.

La., New Orleans—Pontlake Estates, Inc., capital \$20,000, incorporated; A. T. Dusenbury, Marine Bank Bldg.; J. J. Driscoll, Slidell; M. D. Kostmayer, 611 United Fruit Bldg.

La., Shreveport—Caddo-De Soto Land Co., Inc., capital \$50,000, chartered; L. E. Walker, Mansfield Rd.; Glenn N. Walker, 3330 St. Vinson St.

Md., Easton—MacDonald & Lambert, Inc., Dover and Washington Sts., Edward Lambert, Pres., will develop 324 acres for summer resort; erect hotels, bungalows, bathing beaches, boardwalk, streets, electric lights, water, sewers, gas; also places of amusement; expend \$10,000,000 to \$15,000,000. 7-14

Md., Rising Sun—Chesapeake Shores, Inc., incorporated; Charles F. Hopkins, Henry J. Frank, John T. Carr Lowe.

Miss., Pascagoula—Lions Club, reported, interested in developing parks and playgrounds.

Mo., Clayton—St. Louis County votes in Nov. on bonds for parks and playgrounds. See Financial News—Bond Issues Proposed.

Mo., Kansas City—W. F. Jackson Co., Inc., capital \$50,000, incorporated; W. F. Jackson, Martin Bldg., Birmingham, Ala.; Carl L. Campbell, Kansas City.

Mo., Liberal—Liberal Land and Loan Co., capital \$50,000, incorporated; Roy M. Todd, J. R. Todd.

Mo., Springfield—Dr. J. V. Nevitt, Glenn Wallace and associates, reported, interested in developing 640 acres near Bunker for orchard.

Mo., Springfield—City, Julius Selfert, Park Commr., reported, interested in developing golf course in Dickerson Zoo park.

Mo., St. Louis—Breeders Farm Co., incorporated; Thomas S. Boland, Edward J. Mack, 321 N. Boyle St.; John L. Porter, 5941 McPherson St.

N. C., Durham—Long Leaf Pine Co., capital \$50,000, incorporated; E. K. Powe, 1503 Pettigrew St.; W. A. Erwin, W. Durham St.; K. P. Lewis, 418 S. Duke St.

N. C., Highlands—Scott Hudson, East Lake, Atlanta, Ga., reported, interested in development of golf course; Edwin Ross, Golf Archt., Lexington, Ky.; will construct lake and \$50,000 club house.

N. C., North Wilkesboro—Finley Realty Co., capital \$100,000, incorporated; A. T. Finley, T. B. Finley, A. G. Finley.

Okla., Tecumseh—Joe Ellis, reported, planning 40 acre addition; Clarence Farrall, Surveyor.

Tenn., Memphis—R. M. Hammond, Shrine Bldg., reported, develop 30 acre subdivision on Raleigh Road.

Tenn., Nashville—City, reported, to provide \$17,000 in 1928 budget for completing Memorial Square Park. Address The Mayor.

Tex., Alice—See Water Works.

Tex., Alpine—W. A. Dougherty, reported, develop Camp Grandview tourist park.

Tex., Brownsville—A. D. Dickson, Jr., reported, acquired 14,600 acres in Starr County.

Tex., Columbus—Columbus Development Co., reported, develop 20 acre tourist camp.

Tex., Edinburg—Red Land Vineyard Co., Ivan A. White, Pres., has 1000 acres, will develop 440 acres for vineyards; will install wells for each 10 acre tract including mills, towers and tanks, erect dwellings on about every 20 or 30 acres, will be erected later as needed; grape vines set on entire 440 acres by Feb., 1928; about \$12,000 to be expended

on well outfits, \$16,000 on grape vines, no estimates on buildings; contractors not selected. See Want Section—Miscellaneous. 7-21

Tex., Fort Worth—Cooke County Development Co., capital \$50,000, incorporated; Less Combest, Theodore Combest, G. M. Richardson, W. T. Waggoner Bldg.

Tex., Houston—T. E. Gammage, Esperson Bldg., reported, develop 850 acres on Chocolate Rd.; subdivide into 5 to 35 acre tracts, drain, etc.

Tex., Houston—Mrs. Clara Day, 3101 Fannin St., reported, developing Hermann Park Court Acres subdivision on Lewis St.

Tex., Houston—Tyrell & Gart Investment Co., J. J. Dempsey, 2614 Crawford St., reported, develop subdivision at Elena; construct shelled roads.

Tex., Houston—The Sieber Co., 205 Westheimer Bldg., has 414 acres, will develop 200 acres for subdivision; are surveying and platting now; will construct, grade and shell streets; sidewalks; curb and gutters; water mains; gas mains; sanitary sewers and sewage disposal plant; storm sewers; material not purchased. 7-21

Tex., San Angelo—Belvedere Lot Owners Assn., capital \$15,000, incorporated; Earl E. Widner; develop cemetery; construct \$5000 entrance of Spanish design, rest rooms and office.

Tex., Temple—City, G. E. Byars, Mgr., advises: nothing definite at present regarding park development; bonds not voted or election called.

Va., Norfolk Beach—Guy Webb, Dickerson Bldg., has 180 acres on Linkhorn Bay, will develop subdivision; roads being paved, electric lines to property being landscaped, will install gas, water, etc.; J. M. Baldwin, Constr. Engr., 118 Brooke Ave., Norfolk. 7-28

Lumber Enterprises

Ala., Fayette—Southern Lumber Co. increased capital to \$100,000.

Ala., Mobile—S. B. Adams Lumber Co., Inc., Conception St. and Three Mile Rd., reported, erect hardwood flooring plant.

La., Shreveport—W. A. Warnsley Lumber Co., Inc., capital \$20,000, incorporated; W. A. Warnsley, 1536 Gary St.; G. P. Murray.

Mo., Kansas City—Huttig Mill Works, Inc., Independence Rd. and White St., capital \$500,000, incorporated; Fred Huttig, George Weisenger, Carl F. Wehner.

Tenn., McMinnville—W. T. Whitson, Jr., Morford Whitson, Thomas Burroughs, reported, acquired controlling interest of Burroughs-Ross-Colville lumber plant.

Tex., Orange—Texas Creosoting changed name from Texas Creosoting Co. of Orange, increased capital, \$550,000 to \$650,000.

Tex., San Angelo—Bates-Cavitt Lumber Co., capital \$25,000, incorporated; John M. Bates, J. F. Cavitt, Jr.

Mining

Mo., Caruthersville—Caruthersville Sand & Gravel Co., reported, acquired Missouri Sand and Gravel Co.

Mo., St. Clair—Lavery Lead and Zinc Co., incorporated; V. M. Lavery, St. Clair; J. O. Jackson, Rolla; J. W. Gerhard, 4579 W. Pine St., St. Louis.

Tenn., Memphis—M. R. W. Mining Co., Inc., 68 Porter Bldg., incorporated; W. N. Mallory, J. W. Reed, J. H. Weatherford, Porter Bldg.

Miscellaneous Construction

D. C., Washington—Office of Public Buildings and Public Parks, reported, receives bids Aug. 12 for 2 swimming pools; one 75x150 ft., other 75x25 ft.; include bathhouse, 1-story, brick, with underground pumping and filter room; \$150,000 available.

Fla., Miami—J. K. Skinn & Co., Fort Pierce, wires: "We have contract for Venetian Island Seawall; using-Hodgson Miller patent controlled by this company. pre-cast slab hung on wood piles; we make fill of land washed out by last summer's storm; amount 21,000 ft.; cost \$250,000."

Fla., Miami—W. F. Whitman, 3211 Collins Ave., let contract to C. E. Bunnell for \$15,000 bulkhead for ocean front residence.

Ga., Decatur—Incinerator—City, J. S. Looney, City Mgr., plans \$20,000 garbage incinerator; M. D. Googer, Chief Sanitary Dept.

Ky., Pineville—F. W. Graham Co. has contract for construction of dam, bridge and sluice gate in Cumberland State Park, Bell

County, impound waters of Clear Creek, creating 20-acre lake; work authorized by Kentucky State Park Comsn.

Md., Baltimore—John H. Robinette, Pres. of Comn. for Opening Streets, reported, to raze 76 pieces of property to form Fifth Armory Plaza; will be more than 365 ft. wide.

Md., Easton—See Land Development.

Mo., Dorena—Sternberg Dredging Co., Hickman, Ky., has contract to place 250,000 cu. yds. dirt on Dorena levee.

Mo., Springfield—City let contract to Pioneer Construction Co., 270 Glover Bldg., Kansas City, for Section C of National Ave. subway. 6-23

Tenn., Knoxville—Cherokee Bathing and Amusement Co., C. Reed, reported, constructing swimming pool in Sterchl park.

Tex., Houston—Port Comsn., Major B. C. Allin, Director, receives bids Aug. 11 for construction wharves Nos. 14 and 15 at turning basin, reinforced concrete; sheds not included.

Tex., Houston—C. L. Brook, Park Superintendent, reported, to construct 7 ponds at Hermann Park zoo.

Tex., Port Arthur—City, Mayor J. P. Logan, is considering plan for providing ocean terminals for Waco, Beaumont, Trinity and Sabine R. R., Col. R. C. Duff, interested; plan involves creation of navigation district and purchase of existing terminals and wharves of Kansas City Southern Ry., with alternative plan for construction of \$2,000,000 terminals east of Del Mar; Mayor Logan appointed steering committee for proposed navigation district to include Travis Lambert, Chrmn.; G. N. Bliss, G. H. Eubank, and others.

Tex., Texas City—Dikes—Galveston County, has \$60,000 available for work on dikes.

Va., Alexandria—Navy Dept., Bureau of Yards and Docks, Washington, D. C., let contract to McLean Contracting Co., 1415 Fidelity Bldg., Baltimore, Md., for repairing and rebuilding pier at Naval Torpedo Assembly Plant, at \$14,887.

Va., Richmond—Dept. of Public Works, James Bolton, Chief of Bureau, wires regarding 300-ft. long concrete wall, height 34 ft.: "Plans and specifications for dock wall available Aug. 1; bids returnable Aug. 15." 7-14

Va., Richmond—Director Public Works, R. Keith Compton, receives bids Aug. 15 for construction concrete wharf wall, James River. See Want Section—Bids Asked. 7-28

Miscellaneous Enterprises

Ala., Birmingham—Ala Grocery Co., 930 N. 26th St., reported, erect bottling plant; 3 stories, 30x1000 ft., brick construction, tar and gravel roof; cost \$20,000; Mann Bros., 2519 N. 26th St., Contrs.

Ala., Montgomery—Chero Cola Bottling Works, 418 Lee St., reported, let contract to Huggar Construction Co., Shepherd Bldg., for bottling plant; 1 story, 90x110 ft., built-up roof, brick and steel construction; cost \$10,000.

Ark., Eureka Springs—Eureka Springs Creamery Co., reorganized with capital of \$15,000; G. S. Bounds, Dr. C. F. Ellis, E. W. Cohlke.

Ark., Fayetteville—Ozarks Vineyards, Inc. capital \$50,000, incorporated; V. N. Short, Albert Price, T. S. Trible.

Ark., Gurdon—Clarence Clark, reported, erect milk house.

Ark., Harrison—Edward D. Levy and Judge M. N. Sale, reported, acquired 300 acres, will erect poultry plan; to include 25 buildings; cost \$50,000.

Ark., Helena—Barton Creamery, reported, interested in establishing butter factory.

Ala., Tuscaloosa—E-Z Opener Bag Co., Decatur, Ill., and Fulton, N. Y., reported, considering establishing \$2,500,000 Kraft paper mill near Riverside.

Fla., Auburndale—Adams Packing Co., Inc., capital \$50,000, incorporated; L. P. Kirdland.

Fla., Fort Lauderdale—Boats, Machine Shops—Lauderdale Boat Works, Inc., capital \$10,000, incorporated; D. W. Raie, G. W. English.

Fla., Jacksonville—Contrs. and Engrs.—Hardee-Fisher Co., Inc., incorporated; J. R. Hardee, B. B. King.

Fla., Lakeland—J. C. Smith, Sec., Ledger Publishing Co., 112 S. Florida Ave., publishers of the Evening Ledger, acquired Star Telegram; two plants will be consolidated.

Fla., Miami—Merchandise—Acme Produce Co., Inc., capital \$10,000, incorporated; W. T. Johnson, D. R. Hutchison.

Fla., Miami—Viking Battery Mfg. Co., Inc., increased capital, \$10,000 to \$20,000.

Fla., Miami—Florida East Coast Fisheries, Inc., chartered; G. C. Cicone, Robert M. Thomson, Realty Board Bldg.

Fla., Miami—Sunshine Laundry Co., incorporated; Maurice G. Long, T. C. McInnes.

Fla., Miami—S. H. Palmer Co., capital \$10,000, incorporated; S. H. Palmer, Philip Somberg, J. H. Syman.

Fla., Miami—Engineering—Hills, Youngberg & Luce Co., incorporated; Lieut. Col. Gilbert A. Youngberg, George B. Hills, Liggett Bldg., Jacksonville.

Fla., Miami—Quality House Furnishing Shop, Inc., incorporated; Benjamin E. Dupree, Nevin Holmes.

Fla., Miami—Beaux Arts Lighting Co., incorporated; W. B. McCloskey, H. M. Garwood.

Fla., St. Petersburg—C. C. Carr, reported, acquired management and ownership of St. Petersburg Times, in new Times Bldg.

Fla., St. Petersburg—Merchandise—Barefoot & Moore, Inc., capital \$100,000, incorporated; C. C. Haynes, W. C. Barefoot.

Fla., Tampa—Florida Mustard and Spice Co., capital \$10,000, incorporated; J. Arnovitz, Katie Arnovitz.

Fla., West Palm Beach—Boys Roofing and Sheet Metal Works, Inc., incorporated; W. S. Richardson, Cameau Bldg.; George Ertz.

Fla., West Palm Beach—M. D. Carmichael, Citizens Bank Bldg., is developing Belvedere Amusement Park, including airport and flying terminal, ¼ ml. horse track, riding academy.

Ga., Atlanta—Cluett, Peabody & Co., Edgar H. Bettis, Pres., Waterford, N. Y., reported, to establish plant to manufacture shirts, handkerchiefs and underwear.

Ga., Columbus—Seat Coverings and Upholstering—Southern Cover Co., incorporated; Henry W. Morton, J. T. Pike, T. T. Ellis.

Ga., Savannah—E. & W. Laundry, Arthur W. Solomon, 702 W. Anderson St., reported, let contract to R. J. Whalley for addition to laundry on Magnolia and Cuyler Sts.; stucco, steel sash, steel doors, tin roof with steel trusses, maple floors, plastered walls, wood ceiling; install automatic sprinkler system; cost \$19,000; Levy & Clarke, Archts., Blum Bldg.

Ky., Carrollton—Northern District Warehousing Corp. increased capital, \$641,605 to \$925,000.

Ky., Lexington—New Independent Tobacco Warehouse Co., Virginia Ave., increased capital, \$60,000 to \$100,000.

Ky., Louisville—P. Lorillard Co., of Richmond, Va., Thomas K. Manson, Gen. Mgr., reported, acquired building at 32d and Walnut Sts.; will be converted into cigarette factory.

Ky., Louisville—Louisville Life & Accident Insurance Co. and Equitable Life Co., reported, considering consolidation.

Ky., Marion—Crittenden County Zinc, Lead and Fluorspar Co., capital \$10,000, incorporated; Thomas H. Cochran, Chastain W. Haynes, Clement S. Nunn.

La., Monroe—Louisiana Research Corp., Inc., capital \$100,000, chartered; J. S. Robinson; manufacture chemicals and chemical compounds.

Ky., Newport—Merchandise—H. Ellerman & Sons, capital \$400,000, incorporated; Henry J. Ellerman, August Ellerman, Bernard Ellerman.

La., Arcadia—Woodman Oiler Corp., capital \$20,000, incorporated; W. D. Goff, J. E. Reynolds, E. P. Woodman.

La., Good Hope—General American Tank Car and Storage Co., Union Indemnity Bldg., New Orleans, reported, doubling capacity of barreling plant; will extend other facilities later; cost \$150,000.

La., New Orleans—Southern News Publishing Co., capital \$12,500, incorporated; B. V. Baranco, Odd Fellows Bldg., Baton Rouge.

La., New Orleans—Plumbing and Heating, etc.—Joseph Petrie & Son, Inc., capital \$60,000, incorporated; Jos. Petrie, 979 N. Dorgenois St.; Lawrence N. Petrie, 1527 Mazant St.; Louis J. Petrie, 2618 Dumaine St.

La., New Orleans—William B. Rely & Co., 640 Magazine St., reported, receiving bids to erect unit to coffee roasting plant at Girod and Magazine Sts.; Francis J. McDonnell, Archt., Hibernia Bldg.; cost \$165,000.

La., New Orleans—Pine Products—Hydrolene Plant Products Co., reported, seeking 2500 to 5000 acre site for plant to cost \$200,000.

La., New Orleans—Joseph Sternberg & Sons Clothing Co., 400 S. Peter St., reported, erect factory, with 70,000 sq. ft. of floor space; cost \$200,000; Sol Rosenthal, Archt., Balter Bldg.

La., New Orleans—Theater Service Co., Inc., capital \$10,000, chartered; George P. Eastman, 2301 Napoleon Ave.; W. D. Dunbar, 616 Royal St.

La., Stonewall—Modlins Hatchery and Feed Co., Inc., chartered; A. T. Modlin, Keithsville; Ridgley Moseley, Stonewall.

Md., Baltimore—Premier Dry Cleaning & Dyeing Co., Inc., 708 N. Calhoun St., acquired 1 and 2 story building cor. Monroe and Clifton Ave.; will make interior alterations, extending second floor 30 or 40 ft.; Kubitz & Koenig, Engrs., Emerson Tower Bldg.; receives bids in two or three weeks.

Md., Baltimore—Dental Supplies—Highkin Process Dental Laboratories, Inc., 520 N. Charles St., incorporated; David S. Highkin, 1617 E. Baltimore St.; Allie Y. Russel, Thomas H. Litz, 829 Park Ave.

Md., Cumberland—Community Baking Co., incorporated; J. Geo. Smith, John A. Parks, Thomas B. Finan.

Md., Cumberland—Altoona Macaroni Mfg. Co., incorporated; Matthews E. Kearney, Nick Scarpelli, Hugh A. McMullen, Jr.

Md., Cumberland—Celluloid Co., 36 Washington Place, New York city, reported, consolidate with Safety Celluloid Co., a subsidiary of Celanese Corp. of America, latter concern has celanese plant in Cumberland. Celluloid Co. wires: "Company is being merged with Safety Celluloid Corp., subsidiary of Celanese Corp. of America. Plant of Celluloid Co. at Newark, N. J., will make noninflammable film and celluloid from cellulose acetate produced by Celanese Corp. Both companies have very valuable patent, which is combination that should dominate noninflammable celluloid field. Celanese acquiring majority interest in Celluloid Co. Officers of new corporation: Robert Campbell, president; H. Soper and Charles F. Reeves, vice-presidents; A. E. Cameron, secretary and treasurer."

Md., Ocean City—Synepuxent Pier and Improvement Co., Inc., incorporated; Charles W. Purnell, Francis J. Townsend, Frank W. Truitt.

Miss., Lexington—J. M. Spain, reported, soon receive bids for Coca Cola factory for B. C. Landry; cost \$15,000.

Miss., McComb—X. A. Kramer, reported, interested in establishing chain cheese factories at McComb, Osyka, Liberty, Magnolia and Tylertown, first unit to be in McComb, opened about Oct. 1; purchasing machinery.

Miss., Natchez—Nu-Grape Bottling Co., incorporated; G. O. Anderson, Louis Harvey.

Miss., Wesson—John E. Williams and William T. Clymer, reported, interested in establishing cheese plant.

Mo., Columbia—Ice Cream, etc.—Central Dairy Co., Clyde Shepard, Sec., Broadway, let contract to C. M. Trout, Bass Ave., at \$35,000 for 54x130-ft. building, glazed tile walls, terra cotta front, concrete floors, asphalt roof; install \$10,000 equipment; Shepard & Pickett, Archt., 1200 Long Bldg., Kansas City. 7-28

Mo., Jasper—Dry Milk Co., 15 Park Row, New York, reported, let contract to Delter Construction Co., Joplin, for plant.

Mo., Kansas City—American Hanger Co., 4113 Penn St., capital \$30,000, incorporated; D. E. Connoles, 427 W. 58th St. Terrace; E. E. Wild, 6017 Magee St.; manufacture garment hangers.

Mo., Springfield—Elkins-Sawyers' Office Equipment Co., 308 McDaniel St.; incorporated; W. B. Elkins, M. L. Sawyers, Joe Ramp.

Mo., St. Joseph—Hutchinson Ice Cream Co., Des Moines, Iowa, C. H. Shrader, Mgr., reported, acquired St. Joseph Ice Cream Co., 513 S. Fourth St.

Mo., St. Joseph—Philly Advertising Co., C. U. Philley, Pres., reported, erect building N. E. cor. of 23rd St. and Frederick Ave.; 60x100 ft., brick construction; cost \$25,000; Eugene Meier, Archt.; Lehr Construction Co., Contr.

Mo., St. Joseph—Land Construction Co., 408 Kirkpatrick Bldg., let contract to J. W. Stamey, 1019 Francis St., to rebuild asphalt plant at 40 Seneca St., all machinery and material purchased.

Mo., St. Louis—Independent Asphalt and Construction Co., incorporated; John A. Butler, 1233 Daytonia Terrace; Joseph S. Casey; M. M. Butler, 4247 DeFonty St.

Mo., St. Louis—Perfection Cleaning and Dyeing Co., incorporated; Louis Alberstein, 6410 Cates St.; Dave Siwak, Harry Schurner.

Mo., St. Louis—Charles F. Schreiner Plumbing and Heating Co., incorporated; Mary B. Schreiner, E. F. Schreiner, Charles F. Schreiner, 4512 Lower Grand Pl.

Mo., St. Louis—Electrical Supplies—Leu-

Lieberstein Co., Inc., 2112-A Olive St.; incorporated; August H. Leu, 4645-A Wilcox St.; Bertha G. Leu, J. L. Lieberstein.

Mo., St. Louis—Superior Construction Co., increased capital \$2000 to \$180,000.

Mo., St. Louis—St. Louis Physicians' Supply Co., 521 Spruce St., incorporated; Edwin A. Krummenacher, 28 N. Central Ave.; M. C. Krummenacher, E. A. Shepherd.

Mo., St. Louis—Rainbow Springs Resort and Fisheries, Inc., incorporated; W. W. Strickler, 6310 Tanguier Dr.; Dr. C. F. Dick, 5540 Delmar Blvd.; A. E. Fitch, 6188a Delmar Blvd.

Mo., St. Louis—Hy Grade Laundry Co., capital \$15,000, incorporated; Augusta Heger, Edward Heger, 4 Heger Ct.

Mo., St. Louis—Plant Exchange, Inc., John J. Bentzen, Pres., reported, erect greenhouse and store on N. E. corner of La Salle and Josephine Sts.; 40x80 ft., white glazed brick, with terra cotta trimmings; cost \$20,000.

N. C., Brevard—Brevard Community Hatchery, Inc., capital \$30,000, incorporated; T. C. Henderson, C. C. Yongue, S. H. Macfie.

N. C., Charlotte—Lakeside Poultry Farms, Inc., capital \$10,000, incorporated; W. H. Webster, 1006 Queens Rd., Myers Park; W. H. Hannon, J. P. Newell.

N. C., Charlotte—Royal Dyers and Cleaners, Inc., capital \$100,000, chartered; H. H. Graf, A. M. Akin, 718 E. Seventh St.

N. C., Charlotte—Radiator Specialty Co., capital \$100,000, incorporated; I. Blumenthal, G. G. Ray, 311 E. Fifth St., George L. Ray.

N. C., Gastonia—Mercantile—Kirbys, Inc., capital \$100,000, incorporated; M. F. Kirby, Jr., 216 S. Marietta St., W. M. Kirby, H. P. Mauney, Mauney St.

N. C., Winston-Salem—Contractors—Standard Supply Co., capital \$100,000, incorporated; Frank L. Blum, 11 E. Second St., W. H. Nelson, H. M. Ratcliff, 1838 Brantley St.

N. C., Winston-Salem—D. D. Smith, New Bern, reported, develop Hanging Rock property into amusement center and resort.

Okla., Enid—Modern Mutual Life Insurance Co., incorporated; Floyd E. Felt, R. G. McKeever, M. E. Crumacker.

Okla., Oklahoma City—Trave-Taylor Co., incorporated, capital \$150,000, Dudley O. Taylor, Sec.-Treas., 319 W. Second St., formed by merger of Trave Co., manufacturing stationers, 319 W. Second St., and Walker-Taylor Co., lithographers, 212½ W. First St., Leftwich-Smith Monotype Co., 217 N. Harvey St., and Oklahoma Envelope Co., 319 W. Second St.; plans erecting additional story to building on Second St.

Okla., Oklahoma City—Eagle Wing Hotel Co., incorporated; Sylvia Wilson, F. W. Wilson, 1 N. 37th St. S.; Arthur Wilson.

Okla., Tulsa—Mincks Hotel Co., capital \$100,000, incorporated; I. S. Mincks, 1156 N. Denver St.; E. E. Chartier, 1102 S. Boulder St.

S. C., Hartsville—Planters' Tobacco Warehouse Co., capital \$10,000, incorporated; C. L. Timmons, T. E. Goodson, F. L. Powell.

Tenn., Athens—G. F. Lockmiller, Pres., Citizens National Bank and associates, reported, interested in establishment of milk condensary.

Tenn., Chattanooga—Samuels Stamping & Enameling Co., reported, to double capacity of present plant.

Tenn., Chattanooga—Dixie Comb Mfg. Co., capital \$30,000, incorporated; M. H. Silverman, Ben Silverman, L. D. Earp.

Tenn., Chattanooga—Andrews Printery, Inc., E. A. Andrews, Pres., Terger Bldg., reported, let contract to Rogers & Leventhal, Inc., 822 E. 11th St., for printing plant on Broad St.; 40x125 ft., front of building to be old Italian design, Key-James face brick, Bedford stone trim, steel windows; Bearden & Crutchfield, Archt., First Nat'l Bank Bldg.

Tenn., McKenzie—McKenzie Exchange Club, reported, interested in establishing creamery.

Tenn., Memphis—Coffee and Teas—Maury-Cole Co., 460 Tennessee St., reported, rebuild burned plant; cost \$100,000.

Tenn., Rogersville—International Label and Card Co., acquired property of F. Y. Kitzmiller & Son Co., will develop plant, involving approximately \$1,500,000; property includes 2-story fireproof building, textile machinery, 25 cottages and about 9 acres land, suitable in every respect for business that will engage company; machinery necessary for operation ordered, portion of which is standard printing equipment; not to be delivered until latter part of year.

Tex., Crockett—Chamber of Commerce, reported, interested in establishing cream station.

Tex., El Paso—Fort Bliss Dairy Co., capi-

tal \$15,000, incorporated; W. W. Hawkins, 2621 Pershing Dr.; A. A. Ross, R. O. Ross.

Tex., Houston—Houston Press, Ward P. Maybourne, Gen. Mgr. of southwestern division, Scripps-Howard papers, let contract to Don Hall, Cotton Exchange Bldg., for new building cor. St. Emanuel and Rusk St., \$238,000; 2-story and basement, brick and reinforced concrete; cost building and equipment about \$600,000; Jacobo Brothers Electric Co., 1014 Prairie Ave., and Geo. Robischung, 1609 Congress Ave., both Houston, have wiring and plumbing contracts, respectively, no other contracts let at this time; Howell & Thomas, Archts., 3868 Carnegie St., Cleveland, Ohio. 7-14

Tex., Lubbock—Swift & Co., Chicago, Ill., reported, plans establishing creamery, capacity 1,500,000 lbs. butter annually; soon begin construction on plant.

Tex., Luling—Luling Foundation, reported, let contract to R. F. O'Banion, Fentress, for granary, iron clad, 26x144 ft., 12 storage bins with capacity of 1000 bushels; hay barn, 30x198 ft., dairy barn, frame, 34x112 ft., concrete floors; milk house, 16x20 ft.; cost \$15,000; plans erecting creamery later.

Tex., Lockhart—P. G. Williams, reported, let contract to Walter Eeds for dairy barn on State highway.

Tex., Mount Pleasant—Texas Cheese and Butter Co., Fort Worth, reported, considering erection of \$10,000 cheese plant.

Tex., Palestine—Metzger Creamery, Holmes St. Rd., Dallas, G. H. Helweg, Representative, reported, interested in establishing cream station.

Tex., San Angelo—San Angelo Gas Appliance Co., capital \$10,000, incorporated; Leon Slimpin, John Bowen.

Tex., San Angelo—Western Reserve Life Insurance Co., First National Bank Bldg., capital \$100,000, incorporated; A. A. Belding, Levi Smith.

Tex., San Antonio—Ne-Hi Bottling Co., capital \$40,000, incorporated; L. L. Sewell, 367 E. Craig St.; Julia M. Sewell; Charles P. Schaefer, 640 Denver Blvd.

Tex., San Antonio—Fleischman Yeast Co., care of W. A. Williams, 1303 W. Commerce St., will erect 1-story, 53x114-ft. building. Hoefgen and Carolina St., brick, concrete, wood trusses; bids being received by invitation; Louis L. Tieinan, Archt.

Tex., San Antonio—Merrill, Inc., F. R. Merrill, Pres., will occupy building 2010 Broadway, manufacture ice cream; daily capacity 500 gal.; building erected by A. Jowdy, 425 Leona St. 6-23

Tex., San Antonio—Sunset System of Outdoor Advertising, 475 Alamo St., receives bids Aug. 6 for advertising plant, Broadway and Braham Blvd.; 40x74 ft., Spanish type, stucco; Kelwood Co., Travis Bldg., Archts.

Tex., Wichita Falls—E. A. Hohn and J. N. Wilkerson, representatives of S. O. C. Chemical Co., Panhandle, Tex., reported, interested in establishing soap manufacturing plant.

Tex., West—Southwest Tool and Supply Co., capital \$25,000, incorporated; Carl G. Cromwell, G. C. Parish, L. R. Stroud.

Va., Bristol—Bunting's Flower Shop, Inc., capital \$10,000, incorporated; Lindsay Bunting, Paul F. Baker, both Bristol; Dr. Will Hutchins, Kingsport, Tenn.

Va., Danville—Tobacco—W. B. Lewis & Sons, capital \$250,000, incorporated; Charles W. Lewis, 757 E. Stokes St.; W. M. Lewis.

Va., Harrisonburg—Tobacco—John E. Sullivan, Inc., capital \$100,000, incorporated; John E. Sullivan, Edith M. Shorman.

Va., Jonesville—Jonesville Hardware Co., capital \$15,000, incorporated; W. A. Wygal, E. H. Bowling, Sarah J. Bowling.

Va., Lexington—Buffalo Live Stock Co., capital \$25,000, incorporated; F. C. Welsh, John McElroy, Allie Welch.

Va., Lynchburg—See Textile Mills.

Va., Lynchburg—Undertaker—Wilson and Morris Co., Inc., capital \$50,000, incorporated; C. L. Morris, 226 Kenyon St., Lynchburg; C. V. Wilson, T. G. Wilson, both Keyesville.

Va., Nassawadox—Feed, Seed, Baskets, etc.—Eastern Shore Farmers Service, capital \$15,000, incorporated; C. L. Wilkins, Franktown; O. J. Ross, J. L. Whitehead, both Nassawadox.

Va., Newport News—E. L. Millner, Norfolk, reported, acquired Southern Dairies.

Va., Norfolk—Confectionery—Frank B. Miller Co., capital \$10,000, incorporated; Frank B. Miller, Glenarm Apt.; Page S. Miller, James P. Cooley, Bank of Commerce Bldg.

Va., Petersburg—City will install police and fire-alarm system; Harrington-Seabury

Corp., Olean, Ill., will probably receive contract; cost \$35,000.

Va., Petersburg—J. B. Worth Peanut Co., Inc., capital \$150,000, chartered; Charles H. Heinemann, 1587 Westover Ave.; J. B. Worth, 423 Third St.; manufacture confections.

Va., Portsmouth—Overstreet Sales Corp., 216 Columbia St., reorganized under American Brass and Aluminum Castings Corp.; manufactures and distributes special cylinder head for Ford automobiles.

Va., Richmond—Southern Biscuit Co., Inc., changed name from Southern Biscuit Works; increased capital, \$300,000 to \$500,000.

Va., Richmond—Addison Cleaning Co., Inc., capital \$100,000, incorporated; A. G. Schultz, 110 S. Colonial Ave.; W. S. McLelland, Jr., G. S. Bigbie.

Va., Roanoke—Dry Goods—R. B. Bass Co., capital \$125,000, incorporated; Irvin A. Harvey, Shenandoah Life Bldg.; M. B. Bass.

Va., Rural Retreat—Pet Milk Co. of St. Louis, reported, interested in establishing condensing plant.

W. Va., South Charleston, Branch Charleston—Westvaco Chlorine Products Co., Inc., A. M. Pitcher, Gen. Mgr., let contract to H. K. Ferguson Co., Engrs. and Builders, 4900 Euclid Ave., Cleveland, Ohio, for plans, specifications and general contract for all buildings and equipment for plant extension, contract to be completed Jan. 1, 1928; work includes demolition of number of structures and building following: Boiler house, 1 story and basement, 40x50 ft., with structural steel frame, brick walls, concrete floors, cement tile roof, to house a 1000-h.p. boiler, with stoker, fan equipment and other necessary accessories; rotary converter building, 40x150 ft., 2 stories, with structural steel frame, concrete floors and foundation, brick walls and cement tile roof; four 3000-kw. rotary converters and one 2500-kv-a. turbo generator with transformers and switching apparatus; cell house, 210x210 ft., 1 story, with structural steel frame, brick walls, concrete floor, roof of corrugated galvanized iron; other buildings and equipment are included, laboratory, machine shop, pipe shop, carpenter shop, blacksmith shop, sulphur recovery building, new river pumps, brine storage and treatment tanks. 6-16

Motor Bus Lines and Terminals

Mo., Cape Girardeau—Southeast Missouri Transit Co., Lloyd E. Hill, Mgr., reported, acquired Womack Bus line, which operates between Flat River and Fredericktown.

Mo., Joplin—Pickwick State System of Los Angeles, Cal., applied to Missouri Public Service Commn. for permit to operate buses between Joplin and St. Louis and Joplin and Kansas City.

Okla., Wewoka—Wewoka Bus Co., incorporated; O. Brixey, H. W. Carver, both of Wewoka; John T. Reman, Norman.

Motor Cars, Garages, Filling Stations

Ala., Birmingham—Birmingham National Garage, Inc., Ed. S. Moore, Pres., 2028½ First Ave., reported, receives bids soon for 7-story garage on First Ave.; 110x184½ ft., reinforced concrete, terra cotta front; estimated cost \$750,000; to be operated by National Garages, Inc., 1432 Buhl Bldg., Detroit, Mich.; Warren, Knight & Davis, Archts., Empire Bldg., Archt. 7-14

Ark., Little Rock—J. P. Faucett, 2100 Broadway, reported, erect filling station.

D. C. Washington—W. D. Hessick will erect 1-story brick garage at 1004 D St.; cost \$20,000.

Fla., Apalachicola—Nedley Chevrolet Co., capital \$15,000, incorporated; R. P. Nedley, Henrietta Nedley.

Fla., Cocoa—Indian River Motors, Inc., capital \$50,000, incorporated; L. S. Andrews, J. C. McLeod.

Fla., St. Petersburg—Florida Tire Exchange, Inc., incorporated; V. E. Schuh, C. A. Schuh.

Ga., Eatonton—Frank Dennis, reported, erecting drive-in filling station.

Ga., Macon—Stewart Motor Co., capital \$50,000, incorporated; W. H. Jones, Rivoli Ave., B. C. Stewart, 210 Corbin Ave.

Ky., Henderson—Gulf Refining Co., reported, let contract to I. C. Richardson & Son, for 1-story and basement filling station.

La., Minden—C. M. Hutton let contract to Inge & Burger, Inc., Republic Bank Bldg., Dallas, Tex., for filling and battery station; Jones, Roessle, Otschner & Wiener, Archts., 219 Ardis Bldg., Shreveport, La. 7-14

La., New Orleans—Ed D'Arms, Archt.,

Wells Bldg., Camp and Common Sts., reported, receiving bids for 1-story frame and stucco oil station at Chabres and Ursuline Sts., for Pascal Almerico, 1401 Canal St.

La., Shreveport—Montgomery Martin and William Barrett, let contract to Land Building Co., Ward Bldg., for garage at 2730 Claiborne Ave.

La., Shreveport—J. J. Lyons, Ricow-Brewster Bldg., will erect garage at 748 Rutherford St.

La., Shreveport—Kuhn & Horn, 119 Texas St., reported, erect filling station.

Md., Frederick—Blue Ridge Transportation Co., reported, erect 1-story garage; cost \$65,000.

Miss., Jackson—Robinson Bros. Motor Co., E. Capitol St., having preliminary plans and specifications by Emmett J. Hull, Archt., Merchants Bank Bldg., for 2-story, 85x152 ft. garage at Amite and McQuade Sts., reinforced concrete and brick, fireproof, composition roof, concrete foundations and floors, plumbing and electric wiring; estimated cost \$40,000.

Miss., Tylertown—Quinn Chevrolet Co., incorporated; L. S. Quinn, L. B. Magee.

Mo., Clayton—Remley Motor Car Co., Olive and North and South Rds., incorporated; David L. Remley, Jr., Lawton Butcher.

Mo., Kansas City—William H. Wood, 5517 Troost Ave., reported, will erect garage, 1-story, brick construction; cost \$25,000.

Mo., Macon—Dessert Tire Co., incorporated; John W. Blume, New Franklin; Wm. T. Dessert, Moberly; Benj. W. Hutchison, Macon.

Mo., St. Louis—Mid-Continent Construction Co., Louderman Bldg., has contract for Universal Automobile Service Co.'s garage; 5 stories; estimate cost \$900,000; Gill & Jackson, Archts., 705 Market St.; subcontractor not selected yet. 4-7

Mo., Summit—Childers & Curnutt Motor Co., capital \$20,000, incorporated; O. R. Curnutt, Lucinda V. Childers, Sadie S. Curnutt.

Mo., Warrenton—Warrenton Motor Co., Inc., capital \$25,000, incorporated; W. A. Hood, Webster Groves; James F. Sheehan.

N. C., Asheville—Elcar Carolinas Co., capital \$30,000, in incorporated; Anibel Willis Kling, Thomas A. Daily, both Indianapolis, Ind.; H. E. Berry, 34 Westover Dr., Montford Hills.

N. C., Charlotte—Charlotte Peerless Co., incorporated; W. E. Wishart, Independence Bldg.; F. A. Abbott, 506 Queens Rd., Myers Park; David Draddy, 205 E. Bland St.

N. C., Gastonia—Gastonia Oldsmobile Co., Inc., capital \$50,000, incorporated; D. B. Hanna, Fairmont Park, W. Z. Plyler, N. Oakland St., both Gastonia; O. P. Wright, Lowell.

Okla., Tulsa—H. F. Wilcox Oil and Gas Co., 310 N. Sixth St., reported, erect \$20,000 filling station at 220 S. Denver Ave.

Okla., Tulsa—Allen Scott has permit for brick tire repair shop.

S. C., Barnwell—Gulf Refining Co., A. J. Bennett, local Mgr., reported, erect filling station.

S. C., Charleston—Bee Motor Co., incorporated; W. Orrin Bee, 881 Philip St.; T. M. Williams, C. E. Lepley, N. Charleston St.

Tenn., Memphis—Linden Development Co., W. W. Fisher and M. S. Binswanger, 1561 Peabody St., reported, let contract to E. J. Pearson, Fidelity Bank Bldg., for building to be occupied by Southern Motor Car Co., 421 Monroe St.; 90x300 ft., with "L" 25x75 ft., brick and stone, plate glass, driveways; 35,000 sq. ft. of floor space; cost \$150,000; Joseph T. Wallace, Archt., Bank of Commerce Bldg. 7-21

Tex., Fort Worth—Whitehurst Motors, Inc., 313 Commerce St., changed name from Tarrant Motor Co., increased capital, \$15,000 to \$35,000.

Tex., Harlingen—D. B. Rotge, reported, erect 2-story brick and frame building; cost \$35,000; Van Horn and Smith, Archts.

Tex., San Antonio—Wahl Brothers & Jordan Co., reported, erect garage, filling station and hardware store; cost \$40,000.

Tex., San Antonio—Solomon Casseb, 307 Alamo Plaza, let contract to G. W. Ezzell, 1012 Fresno St., to remodel filling station, S. Alamo and Nueva Sts.; mechanical equipment not awarded; Herff & Jones, Archts., San Antonio Loan and Trust Co. Bldg. 7-21

Tex., San Antonio—W. L. Holder, 3609 Overbrook Ave., will erect addition to garage between Travis and Pecan St.; second story addition, 102x200 ft., reinforced concrete, frame, brick and hollow tile, concrete ramp, metal windows; cost \$25,000; L. Harrington Co., Archts. and Engrs., Builders Exchange Bldg.

Tex., Victoria—J. M. Pickering has plans by Page Bros., 348 Austin National Bank Bldg., Austin, for 1-story, stucco garage building, 100x100 ft.; reinforced concrete foundation; hollow tile walls; wood frame roof trusses; cost \$25,000; soon call for bids.

Va., Lynchburg—Amherst Motor Co., capital \$25,000, incorporated; G. O. Lee, 500 Main St., W. H. Jones, 1005 Jackson St., P. D. Winston.

Va., Norfolk—City Realty Co. will erect gasoline and oil service station on W. High St.

Va., Richmond—United Motors, Inc., Edwin A. Palmer, Pres., 1335 W. Broad St., increased capital \$50,000 to \$80,000.

Va., Richmond—National Battery and Equipment Co., Inc., capital \$15,000, incorporated; A. Grande, E. A. Riggle, both Richmond; F. W. Johns, Williamsburg.

Railway Shops and Terminals

Mo., Springfield—St. Louis-San Francisco Ry., St. Louis, reported, let contract to Mississippi Valley Structural Steel Co., Decatur, Ill., for 120 tons of structural steel, for truck shop.

Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

Proposed Construction

Alabama—State Highway Comm., Montgomery, plans 40 mi. road from Montgomery County line at Pintlala Creek via Hayneville and Mount Willing to Camden; Woolsey Finnell, State Highway Director.

Ala., Gadsden—State Highway Comm., Montgomery, plans receiving bids early in fall for asphalt surface road from Attalla to Collinsville on Gadsden to Chattanooga Road. 6-16

Ark., Arkadelphia—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans improving 3 roads in Clark County; Hard surfacing Hot Springs-Arkadelphia Highway; improve Donaldson-Arkadelphia road to Camden, via Sparkman and Fordyce; Okolona-Little Missouri River Bridge road, between Amity and Glenwood.

Ark., Camden—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans expending \$1,250,000 for about 10 roads in Ouachita County during 1927-28.

Ark., Corning—State Highway Board, Little Rock, plans completing State and Federal Highway No. 67, between Bradford, White County, and Corning, near State line, Clay County.

Ark., Fayetteville—City, Allan M. Wilson, Mayor, plans expending \$45,000 to pave, lay curb and gutters in Oak Park addition, Dists. No. 36 and 37.

Ark., Jonesboro—Craighead County considering graveling highway from Black Oak to Caraway, then east to connect with Memphis-Blytheville Highway, near Luxora. Address County Commrs.

Ark., Mountain Home—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans building Highway No. 5, north to Missouri line.

Ark., Prescott—State Highway Dept., Dwight H. Blackwood, Chmn., Little Rock, plans expending \$300,000 in 1927 for 17 mi. grading and graveling Prescott and Waldo road; grading and bridging Highway No. 24, Prescott to Bluff City; raising grade of 8 mi. Bankhead Highway, from Prescott to Little Missouri River; \$300,000 in 1928 to gravel 11 mi. Prescott and Waldo road; gravel Highway No. 24; L. L. Mitchell, Nevada County Judge.

D. C., Washington—Roland M. Brennan, Ch. Clk., Engineering Dept., Dist. Government, received low bids from C. B. Mullin Co., Inc., 1296 Upshur St. N. W., to grade Potomac Ave. and alley between Twenty-ninth and Thirtieth St.; from W. F. Brenizer Co., 901 Fourth St. N. E., to grade Ninth, Kearney, Clarke Place, Thirty-first Place, River Road, etc.

D. C., Washington—Roland J. Brennan, Ch. Clk., Engineering Dept. of District Government, plans receiving bids to re-surface with asphalt south approach to Highway Bridge, and Nichola Ave., Thirty-eighth and Twelfth St., Suitland Road.

Florida—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, receives bids Aug. 16 for grading and drainage structures on

9 roads and 3 bridges: Lafayette County—17.75 mi. Road No. 5-A, from Branford to Mayo; 13.19 mi. from Mayo to Taylor County line; Hamilton County—6.23 mi. Road No. 50, Jasper to Suwannee Springs; Putnam County—14.91 mi. Road No. 28, Florahome to Palatka; Jefferson County—7.98 mi. Road No. 11, Georgia State line to Monticello; 9.64 mi. from Monticello to Capps; 8.83 mi. Road No. 43, Lloyds to Wacissa; Leon County—11.76 mi. Road No. 66, Tallahassee west; Suwannee County—12.23 mi. Road No. 50, Pine Mount to Branford; Madison County—297-ft. bridge across Aucilla River, concrete deck girders on pre-cast pile bents; five 20-ft. span bridge across Little Aucilla River, concrete deck girders on pre-cast concrete pile bents, also 18-ft. span standard slab bridge on abutments; Jefferson County—496-ft. bridge across Aucilla River, eighteen 20-ft. clear spans concrete deck girders on pre-cast concrete pile bents; 18-ft. low truss steel span on concrete piers; plans on file; J. L. Cresap, State Highway Engr.

Fla., Crestview—Okaloosa County Commrs. plan improving and building 8 roads and bridges: State Road No. 54, from Crestview to intersection of State Road No. 10, Gulf Coast Highway; 20 mi. State Road No. 41, from Sta. line, through Blackman and Baker, intersecting Old Spanish Trail at Milligan; 30 mi. County's part of Gulf Coast Scenic Highway, from Walton-Okaloosa County line, on north side of Choctawhatchee Bay, via Camp Wason and Valparaiso, to Okaloosa-Santa Rosa County line; State Road No. 46, from Okaloosa-Santa Rosa County line to Baker; public road from Spanish Trail at Holt, via Long Lake Bridge, to Gulf Coast Highway; county public road, from State Road No. 33, near Laurel Hill, across Yellow River, through Oak Grove, connecting with State Road No. 41 at Blackman; county public road, from Deerland, on Old Spanish Trail, via Dorcar and fish hatchery, to intersect with State Road No. 33, between Laurel Hill and Svea; county road from Baker to Galliver, reinforced concrete bridges will span streams at crossing; cost about \$600,000.

Fla., Fort Lauderdale—City Comm. plans expending \$34,742 for roadway on Lakeview Ave., between Lauderdale Blvd. and Dixie Highway.

Fla., St. Augustine — St. John County Commrs. plan re-building Road No. 3 from St. Augustine to Hastings; Ky-rock over present surface of brick and oiled rock, 10-in. cypress curbs on each side; C. Samuel Johnson, County Mgr.

Fla., Tampa — City Comm., W. Lesley Brown, Mgr., receives bids Aug. 16 for 6399 sq. yd. 2½-in. vitrified brick pavement with asphalt filler, on shell or ilmerock base, 1½-in. natural rock asphalt on 5-in. concrete base with 1-2½-5 mix, 6-in. reinforced cement concrete with 1-2½-5 mix or 2-in. asphaltic concrete on 5-in. cement concrete base, with 1-2½-5 mix, 4200 lin. ft. granite or concrete curb, and integral curb with cement concrete pavement only; 3377 cu. yd. grading; plans from Engineering Dept., Bureau of Streets.

Ga., Atlanta—Fulton County Commrs. authorized grading Cain St., from Peachtree to Houston, under Baby Bond plan.

Ga., Atlanta—City, I. N. Ragsdale, Mayor, plans widening Whitehall St. into 60-ft. boulevard.

Ga., Columbus—State Highway Dept., East Point, receives bids Aug. 12 for 11 mi. Macon road to Randall Creek Bridge, under construction; reinforced concrete or sheet asphalt on clay gravel, sheet asphalt base; W. R. Neel, State Highway Engr.

Ga., Waycross—State Highway Dept., East Point, receives bids Aug. 11 for 3 roads, bridge and approach in Waycross Division; Coffee County—grading Central Dixie Highway, cost \$95,000; asphalt top-surface on Oglethorpe Highway, between Waycross and Clinch County line; asphalt top-surface, Central Dixie Highway, Alma to Ware County line; bridge across Alpha River at Stockton, on Oglethorpe Highway; approaches to bridge across St. Mary's River, near Folkston, on Central Dixie Highway. 7-7

La., Harrisonburg — Louisiana Highway Comm., Maj. Frank T. Payne, Chmn., Baton Rouge, plans opening Harrisonburg-Jonesville Road, and building temporary bridges at large crevasses in flood district.

La., Leesville—Louisiana Highway Comm., Maj. Frank T. Payne, Chmn., Baton Rouge, receives bids Aug. 23 to furnish gravel and build 3.39 mi. Anacoco-Texas Highway, Vernon Parish, from end of gravel road, about 10 mi. southwest of Anacoco to east bank of Sabine River; plans on file; Nicholls W. Bowden, State Highway Engr.

La., Monroe—City plans receiving bids to

pave 4 blocks on Gordon St. Address City Clk.

La., Welsh—City plans paving main streets. Address City Clk.

Maryland—State Roads Comm., Baltimore, received low bids for 4 roads: Garrett County—2.15 mi. concrete, from Friendsville toward Pennsylvania State line, Tri-State Engineering Co., Cumberland, \$46,467; Queen Annes County—.62 mi. concrete, Queenstown toward Centerville, John K. Flick, Sudlersville, \$12,017; Charles County—.74 mi. gravel, from end of Cont. Ch-38 toward Berry, Thomas Mullen, 3945 Greenmount Ave., Baltimore, \$5,752; Baltimore City—.49 mi. sheet asphalt along Harford road, from Old City line to Southern Ave., American Paving & Contracting Co., Montebello Ave. and B. & O. R. R., Baltimore, \$75,335. 7-21

Maryland—State Roads Comm., Baltimore, receives bids Aug. 9 for 5 roads: Frederick County—1 mi. concrete, from end of Cont. F-19, toward Kempton, Cont. F-110; Montgomery County—2 mi. concrete, Laytonsville toward Etchison, Cont. M-81; Prince Georges County—.5 mi. concrete, along River Road, from end of Cont. P-58 toward Bladensburg, Cont. P-78; Anne Arundel County—1 mi. concrete, from Defense Highway at Three-Mile-Oak, toward Iglehart, Cont. AA-51; St. Marys County—.27 mi. gravel, from Valley Lee toward Porto Dello, and from end of Cont. SM-37 toward Miller's Wharf; Cont. SM-38; John N. Mackall, Chmn.; L. H. Steuart, Sec.

Md., Baltimore — See Miscellaneous Construction.

Md., Baltimore—Board of Awards received low bid from P. Flanigan & Sons, Inc., B. & O. R. R. and Harford Road, at \$50,173, to pave with sheet asphalt Thornton Ave., Bucks Lane to Eldorado Ave.

Md., Baltimore—Board of Awards receives bids Aug. 10 to grade, curb and pave with 19,700 concrete, on concrete base, streets in Cont. No. 422; 8,720 sq. yd. sheet asphalt on concrete base, Cont. No. 423; plans on file; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Baltimore—Board of Estimates approved plans for expenditure of \$44,200, to pave Woodbourne Ave., from Hillen to York road, authorized laying cement concrete pavements on sections of 14 streets, estimated cost \$48,000; Wm. F. Broening, Mayor.

Md., Oakland—State Roads Comm., Baltimore, receives bids Aug. 9 for 2.15 mi. penetration macadam, from Friendsville toward Pennsylvania State line; John N. Mackall, Chmn.; L. H. Steuart, Sec.

Md., Towson—Baltimore County Commrs., John R. Haut, Ch. Clk., received low bid from H. T. Campbell Sons Co., Pennsylvania Ave., Towson, at \$55,248, for 3 concrete roads, totaling 2 mi.: .37 mi. Monkton-Manor; .43 mi. Old York Road; 1 mi. Piney Hill road. 7-21

Miss., Columbia—Mayor and Board of Aldermen receive bids Aug. 19, for 4,478 sq. yd. paving, 3,682 lin. ft. curb and gutter, 940 lin. ft. 20 to 27-in. storm sewers, 2,350 cu. yd. excavation, 3 manholes; plans from Henry A. Mentz, Conslt. Engr., Hammond, La.

Miss., Hattiesburg—Forrest County plans 2000 ft. hard-surfaced road through Leeville Loop community; 18-ft. wide, 12-in. concrete curb, rock asphalt paving; gravel protecting uncured edges. Address County Commrs.

Miss., Hazelhurst—State Highway Dept., Jackson, appropriated \$50,000 toward paving main north and south highway, from city limits at old Graves estate to Damascus Church.

Miss., Kosciusko—Attala County Board of Supvrs. receives bids Aug. 12 for 9,744 mi. gravel surfacing state trunk road, between Kosciusko and Carthage, 12,807 cu. yd. rock base; plans from H. C. Dietzer, State Highway Engr., and Chancery Clk., Kosciusko.

Miss., Kosciusko—State Highway Dept., Jackson, plans letting contract soon for Kosciusko to Vaiden to Carrollton Highway, Beat No. 5, Carroll County; H. C. Dietzer, State Highway Engr.

Miss., Louisville—Winston County Commrs. plan road building in Road Dist. No. 3, cost \$125,000. See Financial News—Bond Issues Proposed.

Miss., Oxford—State Highway Dept., Jackson, lets contract Aug. 18 for 1 mi. Federal highway through Oxford; approximate cost \$35,000; H. C. Dietzer, State Highway Engr.

Mo., Clayton—St. Louis County considering road building. Address County Commrs. See Financial News—Bond Issues Proposed. 7-25

Mo., St. Joseph—City, Park Board, plans receiving bids for paving northeast and

northwest projects; G. P. Beattie, in charge of paving.

Mo., St. Louis—Board of Public Service received low bid from Bridges Asphalt Paving Co., at \$314,555, for paving Olive Blvd., from Twelfth Blvd. to Channing Ave. 7-14

N. C., Charlotte — Mecklenberg County Commrs. plan expending about \$50,000 for 3 mi. hard surface road; Thomas Griffith, Chmn.

N. C., Raleigh—Wake County Commrs., W. H. Penney, Clk., plans road building, including bridges and culverts. See Financial News—Bond Issues Proposed.

Oklahoma—State Highway Comm., Oklahoma City, received low bids for 19 roads and 3 bridges: Woods County—1.024 mi. grading, drainage, concrete pavement, Rightmire & Baldwin, Ponca City, \$28,148; Pittsburgh County—.4954 mi. concrete, J. S. Martin, Hartshorne, \$11,973; Alfalfa County—.6504 mi. concrete, Highway Construction Co., Kennedy Bldg., Tulsa, \$159,575; 1.403 mi. grading, structure, concrete, Rightmire & Baldwin, \$37,560; Grant County—.6751 mi., Hyde Construction Co., Enid, \$149,322; Sec. J. Earl W. Baker, Medical Arts Bldg., Oklahoma City, \$6309; Kay County—8.3172 mi. concrete, Ben Flynn, 2242 W. 20th St., Oklahoma City, \$192,229; Hughes County—.8229 mi. rock asphalt pavement, ½-in. rock asphalt surface, H. L. Cannaday Co., 1116 S. Lewis St., Tulsa, \$240,820; 2-in. surface, same contractor, \$250,532; Pittsburgh County—.5617 mi. rock asphalt surface, Ward-Beekman & Brooks, 1801 E. Ninth St., Oklahoma City, \$160,335.

Grading and Structures: LeFlore County—5.845 mi., Pharaoh & Fell, Henryetta, \$72,894; Pittsburgh County—.9040 mi., M. A. Swatek, Oklahoma City, \$17,986; Haskell County, Sec. C. John T. Ables, Madill, \$19,988; Sec. H. Woodward Construction Co., Woodward, \$63,452; Comanche County—10.05 mi. Sec. A and B, Witt & Bolton, Grandfield, \$12,607; Sec. C, same firm, \$15,896; Noble County—3.345 mi., R. A. Tway, Oklahoma City, \$17,432; Pontotoc and Garvin Counties—16 mi. Sec. A, J. J. Harrison, Continental Bldg., Oklahoma City, \$38,369; Sec. B and C, Pharaoh & Fell, \$41,478; Sec. D, D. W. Farrell, Pauls Valley, \$10,115; bridge across north fork of Red River, between Jackson and Tillman Counties, Western Construction Co., First Natl. Bank Bldg., Oklahoma City, \$215,633; Major County—across Indian Creek, on Highway No. 13, north of Ringwood, Roberts-Fisher Co., Norman, \$12,547. 7-14

Okla., Ada—City, Somer Jones, Mayor, received low bid from Fry Brothers & Chilcutt, at \$2.07 per yd., for concrete and 35 cents per cu. yd. for excavation, for Rennie Ave. paving. 6-16

Okla., Enid—City, F. E. Buckminster, Clk., receives bids Aug. 6 to pave East Oklahoma Ave., in Improvement Dist. No. 148, with 6-in. reinforced concrete, 6-in. curb; plans from City Engr.

Okla., Hartshorne—City plans paving 5 blocks on Postal Highway in city. Address City Clk.

Okla., Madill—Marshall County Commrs. plan building road from Rabon Corner, west from highway south of Madill, to road leading to Lebanon.

Okla., Oklahoma City—City plans paving 9 streets east of Lottie Ave.; Bert M. Hart, City Engr.

Okla., Oklahoma City—Oklahoma County Commrs. plan system of gravel roads, connecting every town in county with Oklahoma City, cost \$1,650,000. See Financial News—Bond Issues Proposed. 7-28

Okla., Tulsa—City Comm. plans letting contract Aug. 26 for 8 blocks street and 3 blocks of alley paving, and widening several main thoroughfares, in 10 Improvement Dist.; Charles Schultz, City Engr.

Okla., Tulsa—City Comm. plans expending \$23,356 to pave College Ave., Admiral Place to Independence St.; Charles Schultz, City Engr.

South Carolina—State Highway Dept., Ben M. Sawyer, Ch. Highway Commr., Columbia, receives bids Aug. 16 for 10 roads and 4 bridges: Richland County—8.2 mi. cement concrete, Route No. 3; 12.3 mi. cement concrete, Route 161; Lexington County—17.5 mi. sheet asphalt, Route 12; 10.5 mi. sheet asphalt, Route 12; Saluda County—14 mi. asphaltic concrete, Route 24; Kershaw County—11.5 mi. cement concrete, Route 50; Greenville County—10.7 mi. grading, Route 20; 11.3 mi. grading, Route 21; 2.9 mi. grading, Route 2; Calhoun County—3.1 mi. sand-clay, Route 52; Colleton County—6.4 mi. grading, Route 301; 12.5 mi. grading, Route 301; concrete bridge, Route 30; Dorchester County—100-ft. bridge over Ireland Creek, Route 6; Colleton and Dorchester Counties,

300-ft. concrete bridge over Edisto River, Routes 30 and 6; Union County—652-ft. concrete and steel bridge over Tiger River, Route 7.

S. C., Anderson—Anderson County Comms., W. H. Shearer, County Supvr., plans paving 3 roads: 31 mi. road from Abbeville County line, through Honea Path, Belton, Anderson, Sandy Springs, Autun, Pendleton to Oconee-Pickens County line, toward Clemson College, estimated cost \$875,000; 19 mi. road from Williamston to Anderson, estimated cost \$500,000; 6 mi. road from Anderson to Starr, estimated cost \$170,000; Harold Ziegler, County Clk. See Financial News—Bond Issues Proposed. 7-14, 7-28

S. C., Charleston—City plans paving Wentworth St.; James H. Dingle, City Engr.

S. C., Gaffney—Cherokee County Highway Comms. plan loan of \$500,000 to State Highway Dept., to build 4 roads: Pave 5 mi. Route No. 8, between Blacksburg and North Carolina line; grade 4 mi. Route 8, from Thickety to Spartanburg County line, near Cowpens; pave 5 mi. Route No. 11, from Gaffney toward Jonesville; pave 5 mi. Route No. 11, Gaffney toward Chesnee.

Tennessee—Dept. of Highway and Public Works, C. N. Bass, Ch. Highway Commr., Nashville, plans letting contract Sept. 1 for 2 roads: Pave Highway No. 3, between Union City and Fulton on Memphis to Fulton Highway; Highway No. 1 from Fayette County line into Memphis, via Arlington and Bartlett.

Tennessee—Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Commr., Nashville, receives bids Sept. 16 for about 45 mi. concrete pavement, 95 mi. grading and drainage, and 8 small bridges; plans on file.

Tenn., Cookeville—City plans expending \$25,000 to build and surface streets. Address City Clk. See Financial News—Bond Issues Proposed.

Tenn., Crossville—Cumberland County Quarterly Court considering 14 mi. road from Monterey to Crossville; cost \$40,000.

Tenn., Jonesboro—Washington County considering Appalachian highway through county, cost \$300,000. Address County Comms. See Financial News—Bond Issues Proposed.

Tenn., Lebanon—City plans paving public square and several streets; sold bonds. Address City Clk.

Tenn., Manchester—City, Mayor and Board of Aldermen, plan paving with concrete public square and Main St.

Tenn., Memphis—City Comn. plans improving 17 streets. See Financial News—Bond Issues Proposed.

Tenn., Memphis—Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Commissioner, Nashville, plans 36-ft. concrete road from Memphis to Bartlett.

Tenn., Pulaski—Giles County plans building Highway No. 15 and road to Minorhill. Address County Comms. See Financial News—Bond Issues Proposed.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Aug. 15 for 3 roads and bridge: Anderson County—10.75 mi. concrete pavement, Highway No. 43, Palestine to Neches, 108,176 sq. yd. concrete pavement, 9.6-9-in., 238,333 lb. reinforcing steel; Freestone County—15.62 mi. State Highway No. 7, Turlington east to near Trinity River, 238,333 sq. yd. fine grading subgrade and shoulders, 165,000 sq. yd. concrete pavement, 338,997 lb. reinforcing steel; Taylor County—10.487 mi. Highway No. 30, from Runnels County line, through Bradshaw and Ovalo, 110,452 sq. yd. concrete pavement, 257,357 lb. reinforcing steel; Jack and Wise Counties—0.24 mi. concrete girder bridge over Deep Creek, Highway No. 39; concrete bent substructure: 52,378 lb. reinforcing steel, 1440 lin. ft. untreated timber piling; alternate, concrete piling substructure: 35,435 lb. reinforcing steel, 1025 lin. ft. precast concrete piling; plans on file and from Div. Engrs.; R. A. Thompson, State Highway Engr.

Tex., Abilene—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Aug. 15, for 10 mi. concrete, Highway No. 30, from Tuscola south to Runnels County line; Tom K. Eplen, County Judge; R. A. Thompson, State Highway Engr.

Tex., Archer City—Archer County Comms. plan about 10 mi. road from Archer City toward Wichita County line.

Tex., Alice—City plans additional street paving. Address City Clk. See Financial News—Bond Issues Proposed. 6-30

Tex., Anderson—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Aug. 15 for 5.088 mi. concrete or bituminous top on gravel or macadam base, State Highway

No. 90, Grimes County, 47,572 sq. yd. concrete pavement, 107,833 lb. reinforcing steel for pavement, 11,772 cu. yd. soft sandstone base course, 53,509 sq. yd. waterbound macadam base course or double bituminous surface treatment; plans on file and from Oscar A. Seward, County Engr., Navasota.

Tex., Athens—Henderson County, G. H. Curlee, County Judge, plans road maintenance. See Financial News—Bond Issues Proposed.

Tex., Bastrop—Bastrop County, J. W. Thames, County Commr., Smithville, plans 5.5 mi. grading, Smithville-Flatonia Highway.

Tex., Colorado—Mitchell County, plans 10 mi. concrete road across Mitchell County, over Bankhead Highway, first section from west county line to Westbrook; George S. Hilland, County Engr.

Tex., Cuero—DeWitt County plans expending \$100,000 for highway drainage and improvement; Stanley Kulawik, County Judge.

Tex., Dallas—Dallas County, Charles E. Gross, County Auditor, receives bids Aug. 8 for 1000 ft. concrete roadway on Cedar Hill-Mansfield road; plans from County Engr.

Tex., Denton—Denton County plans \$500,000 road building in various precincts. Address County Comms. See Financial News—Bond Issues Proposed.

Tex., Fort Worth—City, O. E. Carr, Mgr., plans widening Berry St. to 100 ft., between University Ave. and Adams St.

Tex., Fort Worth—Tarrant County plans road building, cost \$6,000,000. Address County Comms. See Financial News—Bond Issues Proposed.

Tex., Franklin—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Aug. 15 for 3.302 mi. grading and bridges Highway No. 43, Robertson County, from Brazos River toward Hearne; John E. Blair, Div. Engr.; Bryan; R. A. Thompson, State Highway Engr.

Tex., Fredericksburg—Gillespie County, Herman Usener, County Judge, plans 42 mi. Pecos Belt Highway through Gillespie County, estimated cost \$450,000; S. S. Posey, County Engr.

Tex., Hampstead—Waller County plans road building; cost \$3,000,000. Address Co. Comms. See Financial News—Bond Issues Proposed.

Tex., Houston—State Highway Comm., R. S. Sterling, Chmn., Austin, lets contracts Aug. 15 for 17.6 mi. East Montgomery road, from Little York to Kuykendahl road, concrete, standard Bates type; later will lay 1.7 mi. macadamized black top road, from end of concrete paving to county line; also bridge over San Jacinto River, on Crosby road.

Tex., Jourdanton—Atacosa County Commissioners plan about 20 mi. tarvated road in Road Dist. No. 3-A, from Bexar County line connecting with highway at Somerset, through Rossville and Poteet, and on to point between Poteet and Pleasanton Highway; cost \$350,000. See Financial News—Bond Issues Proposed.

Tex., Orange—State Highway Comm., R. S. Sterling, Chmn., Austin, plans repairing roads in Orange County: Grade Orange field section of Orange-Port Arthur Highway; Orange-Mauriceville road; shell other roads; R. A. Thompson, State Highway Engr.; J. W. Cook, County Foreman, of State Highway Dept.

Tex., Panhandle—Carson County, Asbury A. Callahan, County Judge, plans 20 445 mi. concrete, Highway No. 17, from Panhandle to Hutchinson County line; cost about \$485,000; Larry O. Cox, County Engr.

Tex., Plainview—Hale County Comms. plan paving State Highway No. 9 through county, from Amarillo to San Antonio, via San Angelo; George L. Mayfield, County Judge.

Tex., Rusk—Cherokee County Comms. Court plans road building, cost \$3,000,000. Address County Comms. 7-14

Tex., San Angelo—City, E. V. Spence, Mgr., plans receiving bids in about 60 days for street paving. 6-16

Tex., San Antonio—City Comn., John W. Tobin, Mayor, plans paving Thirteenth St. between Broadway and North Alamo Street; Arbor Place, between Brazos and North Laredo St.; I. Ewig, City Engr.

Tex., San Antonio—State Highway Comm., R. S. Sterling, Chmn., Austin, plans rebuilding and straightening 85 mi. Highway No. 2, from San Antonio to Austin, estimated cost \$3,000,000; R. A. Thompson, State Highway Engr.

Tex., San Antonio—Bexar County, Augustus McCloskey, County Judge, receives bids Aug. 19 to rebuild Blanco Road, from city limits

to Olmos Creek on east and Basse Road to bridge on west; G. H. Collins, County Engr.

Tex., San Angelo—City, E. V. Spence, Mgr., plans receiving bids in about 60 days for street paving.

Tex., Waxahachie—Ellis County, H. R. Stovall, County Judge, plans road from north line Dist. No. 1, through Dist. No. 4, Red Oak Dist., to Beekley pike, Dallas County; W. G. Spalding, County Engr.

Tex., Waxahachie—Ellis County, H. R. Stovall, County Judge, receives bids Aug. 15 to surface Highway No. 34, east and west through Waxahachie, from point beyond Sardis to point beyond Reagor Springs; W. G. Spalding, County Engr.

Virginia—State Highway Comm., H. G. Shirley, Chmn., Richmond, receives bids Aug. 11 for 2 roads and 2 bridges: Rockingham County—4.6 mi. bituminous macadam, from N. & W. R. R. at Elkton, 58,616 cu. yd. excavation, 48,889 sq. yd. bituminous macadam, 12,778 lb. reinforcing steel; 2 bridges over 20-ft. spans, over Swift and Elk Runs, 42,475 lb. reinforcing steel; Bath County—1.9 mi. grading and draining, from Warm Springs, 54,358 cu. yd. excavation, 5052 lb. reinforcing steel; plans on file and from Dist. Offices; C. S. Mullen, Ch. Engr.

Va., Shenandoah—Town plans street improvements, additional paving, water mains extensions. Address Town Clk.

West Virginia—State Road Comm., Charleston, received low bids for 17 roads: Marion County—2.67 mi. concrete, J. F. Stambaugh, Ada, Ohio, \$75,055; Taylor County—2.38 mi. concrete, same contractor, \$69,557; 4.79 mi., same contractor, \$137,021; Marion County—widen 1 mi. Country Club road, Fimple & Holzworth, Fairmont, \$28,042; widening 2 sections Riversville road, H. P. Lane, Buckhannon, \$16,220; relocate grade at mid Fall Run, Price Construction Co., Huntington, \$34,004; widening Worthington to Hutchinson, Monongahela Construction Co., Home Savings Bank Bldg., Fairmont, \$18,101; widening Helen's Run to Worthington, Charles Spindler's Sons, Kingwood, \$6,177; rebuild Monongah to Helen's Run, Ferguson Brothers, Shinnston, \$97,955; Harrison County—wide and re-surface 1 mi. Shinnston road, S. A. Gilmer, Lewisburg, \$39,610; rebuild 3 mi. brick road, C. G. Fuller, Dover, Ohio, \$64,640; relocate at Crooked Run, W. F. Allen & Co., Union Bank Bldg., Clarksburg, \$18,795; eliminate crossing at Ton Plate Mill, Ferguson Brothers, Buckhannon Pk., Clarksburg, \$50,696; Monongalia County—3.6 mi. concrete paving, Morgantown-Mt. Morris road, F. F. Hallam & Sons, 8 Rhea Terrace, Fairmont, \$113,855; Wetzel County—6 mi. gravel, New Martinsville-Wytheville road, McKee & Balazick, Jefferson, Pa., \$31,860; Mason County—2.5 mi. grading and surfacing Couch-Nine Mile road, Stollings Construction Co., \$16,377.

West Virginia—State Road Comm., E. B. Carskadon, Sec., Charleston, receives bids Aug. 23 for 19 roads and bridge: Nicholas County—4.6 mi. gravel surfacing, Braxton County line-Birch River road; 4.8 mi. gravel surfacing Birch River-Powell Mountain road; 5.4 mi. gravel surfacing, Powell Mountain-Twin Churches road; 6.6 mi. gravel surface, Twin Churches-Duffys Branch road; Wayne County—8.9 mi. stone, slag or gravel Fleming-Dunlow road; 7.4 mi. stone, slag or gravel Dunloy-Bull Creek road; 5.56 mi. stone, slag or gravel Bull Creek-Crum road; Mingo County—3 mi. grading and draining, Gilbert-Horsepen road; 4 mi. hot or cold asphalt surface treatment.

In Logan County—2.25 mi. cold or hot tar surface treatment; Mason County—7 mi. cold tar surface treatment; Mercer County—11 mi. cold tar surface treatment; Wyoming County—5 mi. cold tar surface treatment; Brooke County—concrete circumferential curb at Bates Bridge; 1 mi. Route No. 2, cement concrete; Calhoun County—7 mi. grading and draining Roane County line-Arnoldsburg road; Wetzel County—1.5 mi. bituminous concrete, rock asphalt, Amesite or cement concrete. Hundred-Pennsylvania State Line road; Braxton County—7 mi. stone base course, Sutton-Gassaway-Frametown road; Gilmer County—3 mi. stone base course, Glenville-Cedar Creek; 7 mi. stone base course, Cedar Creek-Normantown road; plans on file or from Div. Engr.

W. Va., Charleston—Kanawha County plans building 9 roads and bridge in Elk Dist.: Conners Creek: Newhouse Branch: Elkview-Walton: Aaron's Fork: Wilt's Creek: bridge across Elk River, at or near Blue Creek: Blue Creek road: Elkview-Pinch: Bream-Pinch: Charleston-Bream road: cost \$300,000. Address County Comms. See Financial News—Bond Issues Proposed. 7-7

W. Va., Charleston—Kanawha County Court, R. N. Moulton, Clk., receives bids Aug. 9, for 3.5 mi. gravel surfacing, Paint

Creek road, from B. & O. R. R. crossing at Hansford, then up Paint Creek to Gallagher; plans from County Road Engr.

W. Va., Clarksburg—City plans paving Sumner St., between Main and Pike; Thomas W. Lang, City Engr.

W. Va., Clarksburg—Harrison County Court, Maurice L. London, Clk., received low bids for 3 roads and 3 bridges: Louchery Bridge over Salem Fork, Salem Bridge & Construction Co., Salem; Fortney Bridge over Jones Run, O. A. Queen, Buskhannon, Va.; Bogges Bridge over Jones Run, Solem Bridge and Construction Co.; Robinson Run road, W. F. Allen & Co., Union Bank Bldg., Clarksburg, \$15,075, broken stone; Jones Run road, W. F. Allen & Co., \$10,000, broken stone; Cunningham road, Thompson and Ashcraft, \$7486, concrete pipe; surfacing Sycamore road, Federal Asphalt Paving Co., Hamilton, Ohio, \$17,030, 7-14

W. Va., New Martinsville—Wetzel County Court, plans road building in Church Magisterial Dist., cost \$140,000. Address County Commrs. See Financial News—Bond Issues Proposed. 6-23

W. Va., Wheeling—City plans resurfacing East Main and Chestnut Sts.; David Kennon, City Engr.

Contracts Awarded

Ala., Opelika—City let contract to Sullivan, Hagerty & Long to pave and curb Seventh Ave.; Railroad Ave., with 18-ft. paving without curbing.

Ark., Fort Smith—Sebastian County Commrs., S. A. Lynch, County Judge, let contract to Kaw Paving Co., Topeka, Kansas, at \$27,261, to pave with concrete Grand Ave. from suburban railway tracks to Albert Pike Highway, and to concrete Frisco underpass on Fort Smith-Spiro Highway.

Ark., Lake Village—State Highway Comm., Little Rock, let contract to Selz Co., McGehee, for graveling Eudora-Kilbourne Road.

Ark., Little Rock—Pulaski County Commissioners, C. P. Newton, County Judge, let contract to Pulaski County to asphalt Twelfth Street pike from city limits to Ferndale; grading and culverts to D. D. Hill & Co., 7-21

Fla., Daytona Beach—City, Walter A. Richards, Mgr., let contract to C. A. C. Construction Co., 116½ Orange Ave., at \$90,067, for 2,800 ft. 50-ft. roadway crown rock asphalt on rolled stone base paving, grading, sidewalks, curb and gutter, sanitary and storm sewers, and Boulevard lights; C. R. Teaff, City Engr., 6-30

Fla., Palatka—Putnam County Bond Trustees, J. W. Hart, Sec., let contract to T. B. Gillespie, Palatka, to grade and lay base for 19 mi. hard surfaced lateral roads; to A. D. Weeks, Kissimmee, for 9 mi. of road.

Ga., Columbus—City, Henry B. Crawford, Mgr., let contract to MacDougal Construction Co., 545 Angier Rd., N. E., Atlanta, at \$28,286 for bituminous resurfacing on various streets.

La., New Orleans—Louisiana Highway Comm., Maj. Frank T. Payne, Chmn., Baton Rouge, let contract to Buras Highway Construction Co. for 8 mi. New Orleans-Fort Jackson road.

Md., Baltimore—Board of Awards let contract to Baltimore Asphalt Block and Tile Co., 1320 W. Monroe St. to pave with sheet asphalt sections of 4 streets, including Belmont, Garrett; Mahoney Brothers, 1111 Rutland Ave., to pave with cement concrete sections of 10 streets, including Brice, Brewer, Glyndon.

Md., Frederick—E. C. Valentine, Rocky Ridge, has contract for concrete shouldered on east side of Emmitsburg Pike from corporate limits of Thurmont to Emmitsburg city limits.

Md., Hyattsville—Town, Waldo Burnside, Clk., let contract to Bell Concrete Construction Co., 802 Eager St., Baltimore, at \$39,335, for concrete roadway, sidewalks and curbs on McCreary St. and Oakwood road, 7-21

Miss., Carrollton—State Highway Dept., Jackson, let contract to S. K. Jones Construction Co., Cotton Exchange Bldg., Memphis, Tenn., at about \$100,000 for 14½ mi. gravel, Jeff Davis Highway through Beat No. 2, from Montgomery County line through Vaiden to Holmes County line, 7-14

Miss., Laurel—Jones County Board of Suprs., let contract to Boddie Construction Co., Mississippi Drug Bldg., at \$7491, to grade and drain 3 mi. Overt Highway south of Laurel.

Miss., Tylertown—Walsh County Board of Suprs., let contract to L. P. Dodd for 3 mi. gravel road south of Dexter school; cost about \$9000.

Mo., Kansas City—City, Matthew S. Mur-

ray, Director of Public Service, let contract to Midwest Paving Co., 209 Uptown Bldg., to repave Grand Ave. from terminal tracks to Grand Ave.

Mo., Nevada—O. O. Fuller has contract for 8 mi. chat, Highway No. 54, from Nevada to Springfield, 7-28

N. C., Winston-Salem—Atlantic Bitulithic Co., Wachovia Bank Bldg., has contract to lay about 1 mi. concrete base on Glenn Ave.

Okla., Britton—City let contract to Luther Hamilton, Pauls Valley, at \$26,699, for 11 blocks of paving, including Stewart, Johnson and Shintaffer.

Okla., Enid—Garfield County Commrs. let contract to Hyde Construction Co. at \$14,940, for 7 projects on gravel road, to be built to Marshall-Lovel oil fields, including graveling road east from Bison to connect with graveled strip, south from Covington; 2 mi. road from this road to Logan County line, 7-28

Okla., Watonga—City, J. B. Leisure, Mayor, let contract to Connelley Bros. Paving Co., El Reno, at about \$24,000 for additional paving on Main St.

Okla., Woodward—City, S. J. Dohrer, Clk., reported, let contract to Fisher & Brooks, Oklahoma City, at \$149,069, for paving in Dist. Nos. 1, 2 and 3; Black & Veatch, Engrs., Mutual Bldg., Kansas City, Mo.

S. C., Charleston—City let contracts to Simons-Mayrant Co., Peoples Bldg., for 4000 ft. 35-ft. sheet asphalt roadway paving, 5-in. concrete base, 1½-in. binder, 1¼-in. top; Charleston Engineering & Contracting Co., 58 Broad St., for 18 to 24 in. T. C. drains.

Tenn., Knoxville—Knox County Highway Comm. let contract to Reynolds Construction Co., White Pine, Tenn., at \$5232 to improve Merchants road; Donovan & Hall, Concord, at \$5197 for Maloneyville pike.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contracts for maintenance on 5 roads and paving one road: Ward County—11 mi. crushed limestone surface treatment, Highway No. 1, H. K. McCollum; Fort Worth Nat. Bank, Fort Worth, \$39,871; Colorado and Fayette Counties—25 mi. crushed limestone surface treatment, Highway No. 8, Brown & Root, Georgetown, \$37,864; Fayette County—9.5 mi. crushed limestone topping, Highway No. 20, Brown & Root, Georgetown, \$16,517; Dimmitt County—19 mi. rock asphalt surfacing, Highway No. 85, Golglazier & Hoff, 922 Austin St., San Antonio, \$33,815; Bexar and Kendall Counties—10.5 mi. rock asphalt topping, Highway No. 9, Uvalde Rock Asphalt Co., First Nat. Bank Bldg., San Antonio, \$18,330; Freestone County—13 mi. 2 sections, concrete paving, Highway No. 7, F. P. McElwraith, Corsicana, \$181,282.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contract for 3 roads and bridge: Brooks County—241 mi. concrete on Rice St., Falfurrias, State Highway No. 16, Thomas Construction Co., Joseph Bldg., Fort Worth, \$11,890; 13,597 mi. grading, draining structures and concrete pavement, Highway No. 12, Falfurrias south, through underpass on S. P. R. R., Southwest Bitulithic Co., Gunter Bldg., San Antonio, \$339,277; Galveston County—4.963 mi. concrete culverts, reshaping roadbed and concrete pavement, Highway No. 6, from Dickinson southeast to North Lamarque crossing, J. W. Zemper & Co., 2204 B St., Galveston, \$185,506; Trinity County—0.79 mi. 125-ft. steel span and concrete girder approaches over White Rock Creek, State Highway No. 94, Thomas & Ratcliff, Rogers, \$31,449, 7-14

Tex., Fredericksburg—State Highway Comm., R. S. Sterling, Chmn., Austin, let contract for 2 roads in Gillespie County: 15.5 mi. crushed stone surfacing, Highway No. 9, from point north of Fredericksburg to Mason County line, Paul Schriewer, Seguin, \$31,681; 14.1 mi. crushed stone surfacing, Highway No. 9, from point north of Fredericksburg, south, through Fredericksburg, C. M. Kelly, 503 Barrett Place, San Antonio, 7-21

Tex., McLean—City let contract to Panhandle Construction Co., Lubbock, at \$35,158, to pave with 5-in. concrete base and 3-in. brick top 4 blocks and 5 street intersections.

Va., Hillsville—Carroll County Commrs. let contract to Kirkman Bros., Mount Airy, N. C., at \$14,884, to grade 7 mi. Wards Gap road from State line to foot of Orchard Gap.

Va., Richmond—City, R. Keith Compton, Director of Public Works, let contract to J. J. Curley, 901 N. Fourth St., at \$30,486, to grade, gravel, curb and gutter 8 streets, 3 in Frederick Douglas Court.

W. Va., Clarksburg—City, Geo. L. Coyle, Mgr., let contract to Paul S. Horner Co., Goff Bldg., and Thos. P. Keenan & Co., Em-

pire Bldg., at about \$75,000, for reinforced concrete street paving, sidewalks, curbing, excavation; T. S. Lang, City Engr., 7-28

W. Va., Hollidays Cove—Town let contract to Harry Robinson to hard surface Orchard and Elm Sts.

W. Va., Huntington—City, Homer L. Yeich, Commr. of Streets and Sewers, let contract to Amos Trainer & Son., 1128 Ninth Ave., at \$15,179, to pave with 4-in. brick, Jackson Ave., between West Fifth and West Eighth St.; J. A. Griffith, 1561 Washington Ave., at \$6,100 to pave with 2½-in. brick, Six and One Half Alley, between Twentieth and Twenty-second St.; A. B. Maupin, City Engr., 7-14

Sewer Construction

Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.

Ala., Abbeville—City receives bids Aug. 16 for sanitary sewer system. See Want Section—Bids Asked.

Ark., Fayetteville—City, reported, plans locating new disposal plant on White River about 3 miles from present site; erect septic tank, etc. Address The Mayor.

Ark., Osceola—Civic Club, W. J. Driver, Chmn., reported, rehabilitate sewer system or construct new system.

D. C., Washington—Dist. Commrs. let following sewer contracts: A. McCandish, 1215 Howard St. N. W., for Reno Rd. and Vanness St., Mass. Ave., Wilson Park, service sewer; Loomis-Wetzel, for G St. combined system; J. A. Forbes, 5401 Seventh St. N. W., for Hamilton Street trunk, Sec. 2; M. Cain, for Spring Rd. relief, Sec. 2, Evans St. and Fourth St. service; W. A. Pate, Jr., Rockville, Md., for N. Cleveland Park service, Washington St. replacement, Newark St. combined system; Mullin Construction Co., for Soapstone Valley stormwater, Sec. 1; W. F. Brenizer & Co., 101 New York Ave. N. E., for 49th St. service sewer, 7-7

Fla., Clearwater—City receives bids Aug. 15 for sanitary sewers. See Want Section—Bids Asked.

Fla., Daytona Beach—See Roads, Streets, Paving.

Ga., Calhoun—City, reported, plans concrete reservoir and sewer improvements. Address The Mayor.

Ga., Waycross—See Water Works.

Ky., Fort Thomas—City receives bids Aug. 8 for pumping station. See Want Section—Bids Asked.

Md., Baltimore—Board of Awards receives bids Aug. 10 for storm drains and sanitary sewers in Sewer Districts, Nos. 3 and 48. See Want Section—Bids Asked.

Miss., Columbia—See Roads, Streets, Paving.

Miss., Gulfport—George A. Muths & Son, Rickarby, Mobile, Ala., reported, have contract for storm sewer extension; cost \$29,482.

Miss., Magee—See Water Works.

Mo., Clarence—See Water Works.

Mo., Springfield—City, reported, soon call for bids for sewerage disposal plant; Russell & Axon, Engrs., McDaniel Bldg., 7-28

Mo., St. Joseph—City is having preliminary plans prepared by J. R. Leslie, Engr., for Brookdale relief sewer, cost \$670,000, 7-28

N. C., Asheville—Swannanoa Water and Sewer District, J. D. Eckles, D. S. Hildebrand, G. C. Varner, Trustees, had surveys completed by Howerton Engineering Co., Conslt. and Constr. Engrs., Medical Bldg., Asheville, for water and sewer system; main trunk line sewer to begin at confluence of French Broad and Swannanoa River with 36-in. diam. pipe and diminishing in size to 18 in. at Black Mountain, distance of 22 miles, and 67 miles of lateral running off main line to Montreat-Ridgecrest and other sections of Swannanoa basin; main line was divided into 4 contracts and following contracts let: No. 1—Asheville Paving Co., Technical Bldg., at \$113,874; No. 2—Kelly-Wilson Co., \$280,713; No. 3—Asheville Construction Co., 20 College St., at \$223,083; No. 4—Kelly-Wilson Co., at \$141,503; 5 additional lateral sections will be constructed later, composed of 8 and 10 in. pipe; cost of entire system \$1,900,000, 7-28

N. C., Fayetteville—City, reported, rejected

bids for sewer pipe; will call for new bids. Address The Mayor.

N. C., Wilson—See Water Works.

Okla., Sand Springs—City, reported, receives bids soon for sanitary sewers. Address The Mayor.

Okla., Sayre—See Water Works.

Tex., Houston—City, reported, expend \$15,000 for improvements to sewer system at turning basin; O. F. Holcombe, Mayor.

Tex., Lockney—City plans voting in Aug. on sewer bonds. See Financial News—Bond Issues Proposed.

Tex., Pampa—See Water Works.

Tex., Pelly, Branch of Goose Creek—City, H. S. Leggett, Mayor, reported, let contract to Dalton Engineering Co., Wilson Bldg., Dallas, for sewer system.

Tex., San Antonio—McKenzie Construction Co., Travis Bldg., San Antonio, has contract at \$70,000 for sanitary sewers.

Va., Roanoke—City, W. P. Hunter, Mgr., reported, plans expending \$19,000 for completion of sewer system in Villa Heights.

Va., Wakefield—Town, R. F. Bain, Mayor, receives bids Aug. 15 for sewerage system. See Want Section—Bids Asked.

W. Va., Fairmont—City, reported, soon call for bids for sewer and water improvements; \$300,000 available.

W. Va., Huntington—Henry McNichols, reported, has contract at \$19,783 for Robey Hollow sewer; Amos Trainer, 1128 Ninth Ave., for sewer in alley between Auburn Rd. and Magazine Ave. and between Auburn and Brandon Rds. 7-21

Telephone Systems

Fla., Tarpon Springs—City, Board of Comms., granted 30 year franchise to Peninsular Telephone Co.

Ky., Ashland—McKay-Warinner Radio Co. incorporated; V. Earl McKay, James L. Warinner, J. A. Warinner.

N. C., Durham—Louise Knitting Mill, Maple St., is erecting addition to finishing plant; 54x54 ft., 1 story, brick construction; installing 100 knitting machines.

Okla., Chickasha—Campbell Radio Corp., capital \$50,000, incorporated; O. F. Woodward, W. B. Campbell, I. C. Campbell.

Tex., Junction—Junction State Bank, reported, erect 1-story fireproof building to be occupied by telephone exchange.

W. Va., Bluefield—Chesapeake & Potomac Telephone Co. of W. Va. purchased Limestone Telephone Co.; probably expend \$250,000 on contemplated improvements.

Textile Mills

Ala., Sylacauga—Avondale Mills, reported, acquired site of Wisconsin-Alabama Lumber Co., adjoining present mill as probable site for additional mill.

Ga., Marietta—Clyde Wilkins, Pres., Champion Knitting Mills, Chattanooga, advises: "Have purchased controlling interest in Marietta Knitting Mills; for present do not plan any extensive improvements; will continue manufacturing fancy half hose." 7-7

Md., Cumberland—Celanese Corporation of America, New York office, 156 26th St., New York, Arthur J. Fitch, Works Mgr., Amelle, advises following sub contracts have been let for plant at Amelle, George F. Hazlewood, Gen. Contr., Cumberland; Steel work, Pittsburgh Bridge & Iron Co. Bessemer Bldg.; roofing and skylight, H. H. Robertson Co., First Nat'l Bank Bldg., both Pittsburgh, Pa.; built-up roofing, Tri-State Roofing Co., Uniontown, Pa.; other sub contracts not let. 7-28

N. C., Burlington—Vis Tex Mills, Inc., 111 W. Huntington St., Philadelphia, Pa., has closed contract with M. B. Smith for building and will install winding and coping plant for rayon; Mr. Smith will soon contract for alterations; plant will be in operation by Oct. 1; will be under direction of E. E. Eteffer, Philadelphia. 7-14

N. C., Concord—Kerr Bleaching & Finishing Co. let contract to B. W. Bartholomew, Piedmont Bldg., Charlotte, to construct 1-story, brick, steel and wood beam addition to finishing plant; 151 ft. x 40 ft. and attached flock house 25x40 ft.; J. E. Serrine & Co., Engrs., Greenville, S. C.

S. C., Anderson—Appleton Mfg. Co., reported, enlarge plant.

S. C., Clinton—Burns Lace Mfg. Co., Middletown, Conn., reported, remove to Clinton; will change name of company to Clinton Mfg. Co.; enlarge plant; total capitalization will be \$250,000 of which \$150,000 will be common and \$100,000 of 7% cumu-

lative; Frank B. Burns, Pres.; manufacture laces from cotton and mohair, window curtains, etc.

Tenn., Old Hickory—Dupont Rayon Co., reported, expend \$4,000,000 for construction of additional unit; also enlarge second unit 20 per cent. Company wires: We are about to start construction of additional unit, cost \$5,000,000, increasing output to 1,250,000 lbs. per month; construction details handled by DuPont Engineering Co. of E. I. DuPont Co., Wilmington, Del.; no further particulars at this time.

Tex., Harlingen—Valley Cotton Mill Co., Inc., let contract to John McAlexander, Harlingen, for cotton yarn and webbing mill; reinforced concrete, brick and mill construction; steel sash; 102x232 ft., 1 story; asbestos roofing; reinforced concrete foundation (foundation now in); other buildings to be added to plant later; cost of building \$35,000, of equipment \$300,000. See Want Section—Building Materials. 1-6

Va., Lynchburg—Dundee Textile Co., Pas-saic, N. J., reported, construct additional unit to silk weaving plant; construction not to begin until first unit has been thoroughly tested. 1-27

Va., Lynchburg—Bedford-Johnson Co., Harry J. Johnson, reported, acquired Old Dominion Garment Co.'s property on Campbell Ave., will establish garment plant; will use Bedford Woolen Mills as supply plant for woolen cloth; first production will be pants; later plan manufacturing worsteds and flannel. 7-28

Va., Martinsville—Martinsville Silk Corp., reported, construct factory.

Va., Roanoke—Viscose Corporation of Virginia, reported, planning construction of spinning shed.

Water Works

Details of water works improvements in connection with the many LAND DEVELOPMENT operations will be found under that classification.

Fla., Key West—City, reported, considering plans for water and sewer systems. Address The Mayor.

Fla., Tampa—City voted \$300,000 water works bonds. See Financial News—Bond Issues Proposed.

Ga., Americus—City, reported, authorized sinking of additional well, improvements to pump house, etc. Address The Mayor.

Ga., Atlanta—Sears, Roebuck & Co., Ponce de Leon Ave., reported, plans digging artesian well on old Ponce de Leon Springs, with capacity of producing 100 gal. water per minute; contract for drilling let to Hamilton & Sullivan, Bremen.

Ga., Augusta—Clausen-Lawrence Construction Co., 1394 Gwennett St., has contract for concrete work on \$108,000 reservoir; R. M. Mitchum, 1771 Belmont Dr., contract for pipe work. 5-12

Ga., Calhoun—See Sewer Construction.

Ga., Macon—City, Cliff T. Williamson, Chrm. Board of Water Comms., reported, extend water main.

Ga., Waycross—City votes in Sept. on bonds for water works and sewers. See Financial News—Bond Issues Proposed.

Kentucky—North American Water Works Corp., 11 Broadway, New York, reported, acquired water plants in Catlettsburg, Ky.; Kenova and Ceredo, W. Va., serving entire region between Ashland, Ky., and Huntington, W. Va.

La., Baton Rouge—Building Committee of School District No. 1 receives bids Aug. 24 for water pipe and fittings. See Want Section—Bids Asked.

Md., Baltimore—City receives bids Aug. 10 for water works improvements. See Want Section—Bids Asked.

Md., Easton—Easton Utilities Comsn. let contract to Standard Construction Co., 414 St. Paul St., Baltimore, for installing 4000 ft. 8 in. water main; Petroleum Iron Works Co., 25 W. 43d St., New York, for tank and tower. 7-7

Miss., Gulfport—George P. Hopkins, reported, has contract for installing 6200 ft. water main.

Miss., Magee—Town, reported, plans water works and sewer system; Massena L. Culley, Consult. Engr., New First Nat'l Bank Bldg., Jackson, may vote on \$75,000 bonds. 7-7

Mo., Clarence—City votes Aug. 11 on \$95,-

000 water and sewer bonds. Address The Mayor.

Miss., Jackson—Hinds County Water Co. let contract to Kinnaird & Walker, Edwards Hotel Bldg., Jackson, for water mains along Jackson-New Orleans Highway, distance of 4 miles, and on Jackson-Raymond Rd., distance of 2½ miles. 7-21

Miss., Jackson—Owens & Gaddis, 810 S. Gallatin St., Jackson, and American Water Softener Co., Fourth and Lehigh Ave., Philadelphia, Pa., reported, have contract for concrete work and filtration machinery of city filter plant. 7-7

N. C., Rockingham—City let contract to V. B. Higgins & Co., 214 Kinney Bldg., Charlotte, for \$85,000 improvements to water works; 7500 ft. of 18-in. wood stave pipe line, 1,000,000 gal. filter plant and 300,000 gal. clear well reservoir; construct earth dam and intake; install two 750 gal. pumps; Carolina Engineering Co., Engr., Johnston Bldg., Charlotte.

N. C., Wilson—City Board of Aldermen plans extension of water and sewer systems. See Financial News—Bond Issues Proposed.

Okla., Alva—City votes Aug. 9 on \$60,000 water works bonds. Address The Mayor.

Okla., Arnett—City voted \$15,000 water and \$15,000 electric light bonds. Address The Mayor. 6-30

Okla., Carter—City, reported, let contract to Sherman Machine & Iron Works, 16 E. Main St., Oklahoma City, at \$29,377 for water works; V. V. Long & Co., Engrs., Colcord Bldg., Oklahoma City. 6-16

Okla., Sayre—City, reported, let contract to Western Construction Co., First Nat'l Bank Bldg., Oklahoma City, at \$58,000 for water works system and sewer extension.

Okla., Tecumseh—Chamber of Commerce, reported, interested in improvements to water supply.

Okla., Wagoner—City, F. R. Edwards, Clk., plans \$12,000 improvements to water works; erect filtration plant or settling basin. 7-28

S. C., Charleston—City, Julius H. Jahnz, Chrm. Board of Water Comms., reported, started test borings and other preliminary work on permanent water works project, increasing water supply by 5,000,000 gal.; bids for work will probably be let in Sept.; construct 4-mile tunnel; water connection between Edisto River and Goose Creek will bring water by gravity from Edisto to the Ashley, where it will be pumped to Goose Creek reservoir; will take about 1 yr. to complete; city council voted to authorize water works commission to undertake work and borrow \$300,000 to finance.

Tex., Alice—City voted water works and park bonds. See Financial News—Bond Issues Proposed. 6-30

Tex., Fort Worth—City and Tarrant County Comms., reported, considering water bond election. See Financial News—Bond Issues Proposed.

Tex., Fort Worth—City, L. A. Quigley, Water Supt., reported, erect booster plant.

Tex., Goose Creek—City, reported, negotiating for water works and sewer system. Address The Mayor.

Tex., Pampa—City voted \$335,000 water and sewer extension bonds. Address The Mayor.

Va., Bluefield—City, John B. Graham, Chrm. Water Committee, reported, acquired additional land at Dills Springs for water supply.

Va., Richmond—Stockholders of American Water Works and Electric Co., Richmond, Va., and 50 Broad St., New York, reported, approved plan to reincorporate company under laws of Delaware; directors of new corporation declared dividend on common stock of 20 cts. in cash and 2½% in common stock; 2 shares of new company's stock are to be issued for each share of common stock of old Virginia company.

Va., Shenandoah—See Roads, Streets, Paving.

Va., South Boston—North American Water Works Co., 11 Broadway, New York, reported, negotiating for water works plant.

Va., Wakefield—Town, R. F. Bain, Mayor, receives bids Aug. 15 for water works and sewerage system. See Want Section—Bids Asked.

West Virginia—See Kentucky.

W. Va., Grafton—City, Thomas Cather, reported, considering filtration plant; plans by John M. Rice, Engr., Oliver Bldg., Pittsburgh, Pa.

W. Va., Grafton—City voted \$140,000 filtration plant bonds. Address The Mayor. 6-27

Woodworking Plants

Ark., El Dorado—El Dorado Mfg. Co., Max A. Shilling, Pres.; I. Richardson, Sec.-Treas., has acquired trackage and sheds formerly owned by Arkansas Lumber Co., adjoining Mississippi Roundhouse; will establish plant to manufacture patented frame portable houses.

Ark., Little Rock—Upholstered Furniture—McCoy Couch Furniture Mfg. Co., reported, soon begin construction of first unit of factory: 50x150 ft.

Fla., Jacksonville—Atlantic Hardwood Corp., Charles J. Hoffman, Pres., 667 W. 161st St., New York, reported, acquired McCoy's Creek hardwood plant of Gress Mfg. Co.

Fla., Miami—Cabinet Makers, etc.—Muecke Furniture Co., Inc., Otto C. Muecke, Treas., 1500 N. Seventh St., establishing plant; in market for all kinds of supplies. See Want Section—Machinery and Supplies.

N. C., Enfield—S. W. Dickens contemplating establishing caskets and coffin plant. See Want Section—Miscellaneous.

N. C., Greensboro—Globe Mfg. Co., Inc., High Point, reported, acquired Ideal Table Mfg. Co.

S. C., Sumter—Brooklyn Cooperage Co., Edwin T. Gibson, Pres., 142 Kent Ave., Brooklyn, New York, reported, establish stave mill; total estimated cost \$1,000,000.

FIRE DAMAGE

Ark., Jacksonville—Arkansas Paper Roll Plug Co.'s mill; loss \$20,000.

Ark., Ozark—J. H. Barrow's buildings, loss \$15,000.

Ky., Ashland—Smith Refitt's residence, Oakview Rd.

Ky., Clintonville—Jas. H. Litter's residence, Escadada Rd. near Clintonville; loss \$7,000.

Ky., Pineville—Pineville Motor Co.'s garage; loss \$20,000.

Ky., Williamstown—Dixie Restaurant, operated by Mrs. Kate Needham; Variety

Store, Albert Caldwell, Prop.; A. B. Reasley's grocery; W. T. Bennett's residence; loss \$50,000.

La., Rayville—Building occupied by People's Cafe, Roy Harvell's Garage and Radio Shop.

La., Wildsville—Baxter, Foster Hardwood Co.'s plant; loss \$175,000.

Md., Salisbury—Disharoon Co.'s storage house and portion of lumber yard; loss \$35,000.

Miss., Ellisville—Stanley Chevrolet Co. and Spot Cash Grocery Co.'s building; loss \$35,000.

Mo., Wardville—Roman Catholic Church, Rev. F. W. Gerhold, Pastor; loss \$40,000.

Mo., Venice—Power house of Illinois Power and Light Co.

N. C., Fort Bragg—Regimental Headquarters Garage, 17th Field Artillery, Fort Bragg; loss \$35,000. Address Constr. Quartermaster.

N. C., Hillsboro—R. O. Evans' market and rooming house; loss \$7,000.

N. C., Hillsboro—R. O. Everett's 2-story building.

Okla., Pauls Valley—Jesse Reaves' decorating establishment.

S. C., Anderson—Hamlet Tailoring Co.'s building, at E. Whitner St.; loss \$10,000.

S. C., Greenwood—Greenwood Market, N. Main St., owned by O. D. Duckett and others.

Tenn., Fountain City, Br. of Knoxville—Sawmill of N. H. Brown.

Tenn., Johnson City—New York Bargain House; loss \$15,000.

Tenn., Knoxville—C. R. Boyd's store, 1610 Fremont Ave.

Tenn., Memphis—Maury-Cole Co.'s warehouse, 460 Tennessee St.; loss \$50,000.

Tex., Electra—W. T. Waggoner Racing Assn.'s barns.

Tex., San Angelo—San Angelo Refining Co.'s plant; loss \$50,000.

Va., Danville—Humes Giles' residence; loss \$10,000.

Va., Danville—Merriwold Club, occupied by Hume Giles; loss \$10,000.

Va., Richmond—Chesapeake and Ohio Railway's roundhouse; loss \$40,000.

BUILDING NEWS
BUILDINGS PROPOSED

Association and Fraternal

Ark., Fort Smith—Masonic Home Assn., R. L. Secrest, Sec., 421 N. 22nd St., having plans drawn by Mann & Stern, A. O. U. W. Bldg., Little Rock, and Haralson & Nelson, Merchants Natl. Bank Bldg., Fort Smith, for \$300,000 temple, N. 11th St. and Grand Ave.; rein. concrete, brick and stone.

Md., Salisbury—Edw. Canby May, Archt., Wilmington, Del., reported, drawing plans for \$450,000 building for Benevolent Protective Order of Elks; Archt. advises plans in tentative stage.

Miss., Jackson—Star-Braxton-Florence Post, American Legion, Billy Barlow, Comdr., plans clubhouse; site purchased.

N. C., Greensboro—Greensboro Masonic Temple Co., Inc., J. R. McClamrock, Pres., has preliminary plans by Harry Barton, Jefferson Bldg., for \$200,000 temple, W. Market St.; Greek type, 3 stories and basement, 60x140 ft., limestone. 12-2-26

Tex., Corpus Christi—Corpus Christi Shrine Club plans building.

Tex., Fort Worth—Following contractors estimating on \$200,000 Elks Club, bids opened Aug. 6: Harry B. Friedman, Jas. T. Taylor, both First Natl. Bank Bldg.; Echols Bros., 1010½ Main St.; Quisile & Andrews, 2212 W. Seventh St.; Thos. S. Byrne, Van Zandt Bldg.; West & Womack, Reynolds Bldg.; J. D. Johnson, Van Zandt Bldg.; J. M. Gurley, First Natl. Bank Bldg.; Beall & Lewis; Cain & Can, Moore Bldg., all Fort Worth; Bellows-Macley Construction Co., Kirby Bldg., Dallas, Tex.; Gannett, Seelie & Fleming, Pleasant Hill, La.; Wyatt C. Hedrick, Inc., Archt., First Natl. Bank Bldg., Fort Worth. 7-21

Bank and Office

Ala., Birmingham—Bankers Credit Life Insurance Co., recently organized, remodel building, for quarters; cost \$30,000 to \$40,000.

Md., Baltimore—Central Fire Insurance Co., Baltimore and Holiday St., receives bids Aug. 17 for Italian Renaissance type office building, Holiday and Fayette Sts.; limestone, 3 stories, 50x111 ft.; Clyde N. & Nelson Friz, Archts., Lexington Bldg.; following contractors estimating: Thos. Hicks & Sons, Inc., 106 W. Madison St.; Smith & O'Brien, 532 N. Calvert St.; Chas. L. Stockhausen Co., Gay and Water Sts.; Frainie Bros. & Haigley, 19 W. Franklin St.; John Piltz & Sons Co., Charles and Preston Sts.; R. B. Mason, 308 W. Madison St.; J. H. Miller, Inc., Eutaw and Franklin Sts.; Henry A. Knott & Co., 2107 N. Charles St.; Henry Smith & Sons Co., Munsey Bldg.; Benj. F. Bennett Building Co., 123 S. Howard St.; Consolidated Engineering Co.; Tase-Norris Co., Inc., 903 Cathedral St.; North-Eastern Construction Co., Lexington Bldg.; Milton C. Davis & Son, 902 W. 36th St.; structure cost \$250,000. 5-12

Miss., Jackson—Lakewood Memorial Park, Inc., C. E. Buckles, Supt., having plans drawn by N. W. Overstreet, Miss. Fire Bldg., for \$15,000 administration building; stone, 2 stories, wood floors, hood tile roof. 7-14

Tex., Alice—Alice State Bank, P. A. Pressnall, Pres., erect brick tile and frame addition; 2 stories, 65x40 ft., rein. concrete foundation and beams, marble, plaster and metal lath, iron, Hardy & Curran, Archts., Nixon Bldg., Corpus Christi.

Tex., Dallas—Oak Cliff-Dallas Commercial Assn., care Martin Weiss, considers completing and converting apartment house at Zang Blvd. and Colorado St. for medical arts building, or erecting building on Jefferson St.

Tex., Dallas—Mosher Steel & Machinery Co., 900 S. Austin St., erect steel and brick office building connection with proposed \$500,000 plant.

Tex., Plainview—Western Gas Co., H. J. Boisdorf, Mgr., erect office and headquarters building, Austin St. near Eighth St.

Churches

Fla., Chipley—Baptist Church plans building. Address The Pastor.

Fla., DeFuniak Springs—Baptist Church, J. R. Beard, Chmn. Bldg. Comm., erect brick building to replace burned structure.

Fla., Gainesville—First Methodist Church, South, Rev. L. D. Lowe, Pastor, 507 E. Main St., receives bids Aug. 15 for church and Sunday school, after plans by Hart, Free-land & Roberts, Archts.-Engrs., Ind. Life Bldg., Nashville, Tenn.; cost \$200,000, brick and struct. steel, 3 stories and basement, 75x175 ft.; 100x100-ft. auditorium, auditorium seat 1100. 7-21

Fla., Jacksonville—Westbrook M. E. Church has \$15,000 permit for building, 234 Lowell Ave.; 2 stories, stone. Address The Pastor.

Fla., St. Petersburg—First Baptist Church, C. M. Blanc, Chmn. Bldg. Comm., plans \$225,000 addition.

Ga., Atlanta—Gordon Street Baptist Church, Rev. W. H. Faust, Pastor, erect brick Sunday school; 3 stories, 45x60 ft.

Ky., Louisville—Green Street Baptist Church has \$75,000 permit for brick building, 521 E. Gay St. Address The Pastor.

La., New Orleans—First Evangelical Church has low bid at \$27,334 from G. E. & E. E. Reimann, Maritime Bldg., for parsonage, gymnasium, and alterations to Sunday school and janitor's quarters; low bid for plumbing and heating, Grimaldi Plumbing Co., 627 Royal St.; electric wiring bid, Barnes Electric Co., 509 Gravier St.; Jones, Roessle & Olschner, Archts., Maison Blanche Bldg. 7-14

La., New Orleans—Second Church of Christ, 630 Common St., receives bids Aug. 10 for remodeling building; Emile Weil, Inc., Archts., Whitney Central Bank Bldg.; following contractors estimating: Chas. Gilbert, Balter Bldg.; Lionel F. Favrot, Louisiana Bldg.; Gervais E. Favrot, Galter Bldg.; A. Garrett, Maritime Bldg.; Otis W. Sharp, 144 Carondelet St.; Dudley & Wikle Construction Co., Stern Bldg.; Geary-Oakes Co., Q. & C. Bldg.; J. V. & R. T. Burke, Carondelet Bldg.; J. A. Petty & Sons, Godchaux Bldg.; G. E. & E. E. Reimann, Maritime Bldg.

La., New Orleans—Touro Congregation probably let contract to G. E. & E. E. Reimann, Maritime Bldg., for \$50,000 community center and educational building; Nathan Kohlman, Archt., Pere Marquette Bldg. 6-9

Miss., Hattiesburg—Central Christian Church erect Sunday school annex; 37 feet deep; repaint exterior and remodel church. Address The Pastor.

Miss., Terry—Protestant Episcopal Church, Rev. Valentine H. Sessions, Rector, plans parish house.

Mo., Antonia, R. D. from K'mmawick—Albert Meyer, Archt., 1021 Central Natl. Bank Bldg., St. Louis, has drawn plans for brick church; terra cotta trim, 1 story and basement, 40x60 ft., concrete foundation, yellow pine interior trim, slate or tile roof; about ready for bids.

Mo., Brookfield—Methodist Episcopal Church, Earl S. Cook, Chmn. Bldg. Comm., erect \$45,000 brick building; 2 stories and basement, 55x93 ft., composition on roof; Chas. E. Kewser, Archt., Merriam Bldg., Kansas City, Kan.

Mo., Kansas City—Central Bible Hall, 3032 Main St., erect \$45,000 one-story and full basement building.

Mo., St. Charles—St. Johns Evangelical Church remodel and enlarge building; cost \$40,000. Address The Pastor.

Mo., Wardville—Roman Catholic Church, Rev. F. W. Gerhold, Pastor, rebuild structure noted burned at \$40,000 loss.

N. C., Charlotte—Villa Heights Associate Reformed Presbyterian Church, Rev. W. S. Boyce, Pastor, erect \$40,000 building, Parkwood and Brooklyn Aves.; brick, terra cotta trim, 60x125 ft., auditorium seat about 400; Sunday school kitchen; 4 entrances; plans by G. L. Bickett, member, 1700 Parkwood Ave.

S. C., Charleston—St. Johannes Lutheran Church, Rev. I. E. Long, Pastor, erect Sunday school, Anson St., also remodel present Sunday school; main section about 35x70 ft., 20 feet high, with 3 wings; 32x45 ft. auditorium with 12x18-ft. stage; Simons & Lapham, Archts., 42 Broad St.; bids in.

Tenn., Memphis—Highland Heights Baptist Church, Rev. E. F. Curle, Pastor, brick veneer exterior and erect 2 additional rooms to building, Faxon Ave. and National St.; about 19x19 ft., wood floors, composition roof; Walter E. Nelson, Archt., 683 Shrine Bldg.

Tenn., Memphis—Madison Heights Methodist Church, Kenneth McRae, Chmn. Bldg. Comm., care Newberger Cotton Co., Falls

Bldg., plans remodeling church and erecting Sunday school; brick, 3 stories and basement, cost \$80,000; Hubert T. McGee, Archt., 801 Fidelity Bank Bldg.

Tenn., Nashville—Hobson Methodist Church receives bids Aug. 6 for building, Chapel and Greenwood Aves.; cost \$25,000, brick and stone, 102 55 ft.; classrooms in basement; Chas. A. Ferguson, Archt., Arcade Bldg.

Tenn., Nashville—West End Methodist Church, Rev. Geo. Stoves, Pastor, have plans nearing completion by Donald W. Southgate, Stahlman Bldg., for \$250,000 Sunday School and social unit of proposed \$600,000 structure. 1-27

Tex., Austin—First Methodist Church, Rev. W. F. Bryan, Pastor, receives bids Aug. 20 to complete building, 12th and Lavaca Sts.; basement in; auditorium, balconies and dome; stone and brick, stone columns, tile and pine floors, plaster and metal lath, pilasters, metal roof, art glass, cost \$100,000; Wyatt C. Hedrick, Inc., Archt., 1005 First Natl. Bank Bldg., Fort Worth; Royal L. Thomas, Asso. Archt., 904 Littlefield Bldg., Austin. 7-14

Tex., Austin—Church of Christ, North Side, Dr. Albert L. Deveny, Pastor, plans building.

Tex., Beaumont—South Park Baptist Church has \$20,000 permit for building, Woodrow Ave. Address The Pastor.

Tex., Borger—Congregational Church plans building. Address The Pastor.

Tex., Borger—Presbyterian Church plans building. Address The Pastor.

Tex., Brady—First Christian Church receiving bids at office L. Harrington & Co., Archts.-Engrs., Bldrs. Exchange, San Antonio, for \$30,000 building; concrete, hollow tile and stucco. 6-23

Tex., Corpus Christi—First Christian Church receives bids Aug. 8 (extended date) at office Ralph H. Cameron, Archt., City Natl. Bank Bldg., San Antonio, for 1-story auditorium and 4-story Sunday school; brick hollow tile and stucco, concrete foundation, cost \$60,000. 7-7

Tex., El Campo—First Baptist Church, J. E. Evans, Chmn. Exec. Comm., receives bids Aug. 15 for building; plans and specifications from Mr. Evans.

Tex., Fort Worth—First Methodist Church, Rev. E. B. Hawk, Pastor, J. G. Clark, Chmn., Site Comm., plans building.

Tex., Lufkin—First Methodist Church, F. A. Yanes, Pastor, receives bids Aug. 5 for \$30,000 annex; Shirley Simons, Archt. 5-19

Miss., Jackson—Glendale Methodist Church, J. F. Biggs, Chmn. Bldg. Comm., start work Aug. 1 on building.

N. C., Granite Falls—First Baptist Church plans church; about 24 classrooms. Address The Pastor.

City and County

Ala., Double Springs—Winston County Board of Commrs. erect rein. concrete and stone courthouse; 2 stories and basement, 40x100 ft., slate roof, steam heat; Warren, Knight & Davis, Archts., Empire Bldg., Birmingham; Archts. advise project indefinitely postponed.

Ark., Morrilton—City plans \$20,000 city hall; 1 story, 50x100 ft., probably brick. Address The Mayor.

Ark., North Little Rock, Little Rock—City Council plans fire station.

Fla., Hollywood—City has low bid at \$82,269 from Donaham Building Co., Miami, for city hall; D. Anderson Dickey, Archt., Ingram Arcade, Hollywood; Leslie B. Taylor, Ingr., 712 Congress Bldg., Miami. 7-21

La., Jena—LaSalle Par'sh Police Jury repair courthouse; cost \$12,000.

La., Shreveport—Caddo Parish Police Jury has low bid at \$102,819 from J. L. Lindsay, for wood furnishings for \$1,000,000 courthouse; low bid at \$68,050 from Meriwether Supply Co., for steel furnishings; Edw. F. Neild, Archt., City Bank Bldg.; Glassell-Wilson Co., Inc., Contr., Sinclair Bldg. 6-23

Mo., Clayton, St. Louis—St. Louis County Chamber of Commerce interested in \$10,000, 000 bond issue for St. Louis County, including amounts for hospitals and jail.

Mo., Poplar Bluff—Butler County Board of Commrs., E. W. Palmer, County Clk., E. C. Nickey, County Engr., selected N. S. Spencer & Sons, 304 S. Wabash Ave., Chicago, Ill., as architect for \$265,000 courthouse and jail; bond election about Sept. 1. 7-14

Mo., St. Louis—Board of Public Service, E. R. Kinsey, Pres., City Hall, receives bids Aug. 16 for morgue, 1236-1304 Clark Ave.; cost \$160,000; stone front, brick, 2 stories, 72 x113 ft.; L. R. Bowen, 5980 Page Blvd., and

H. Updike, 2916 Victor St., Engrs.; Mr. Bowen and E. E. Christopher, Archts., 317 N. 11th St.; plans, specifications, etc., from office of Pres. 3-24

N. C., Raleigh—City voted \$75,000 bonds for buildings for State Fair. Address City Council.

Okla., Enid—Garfield County Board of Commrs. consider county home.

Okla., Perry—Noble County Board of Commrs., Chas. Harbaugh, member, probably start in few days on brick fair building; 1½ stories, stage, booths.

Okla., Tulsa—City, H. E. Kopp, City Bldg. Inspector, will convert old Frances Willard building for Tulsa Boys' Home and erect kitchen and dining room; cost \$22,000.

Tenn., Maryville—City erect fire station; 1 story, with foundation for addition. Address City Council.

Tex., Alice—City voted \$72,000 bonds, including amount for city hall-fire station building; Spanish type, brick and hollow tile, 2 stories.

Tex., Austin—Travis County, Geo. S. Matthews, County Judge, votes Aug. 29 on \$500,000 courthouse and jail bonds. 7-28

Tex., Beaumont—Jefferson County Board of Commrs., B. E. Holman, Judge, considers \$250,000 courthouse.

Tex., Caldwell—Burleson County Board of Commrs., G. W. Grant, Judge, selected Seutter & Simons, Bldrs. Exchange, San Antonio, as architects for \$150,000 courthouse and jail; reinforced concrete frame, brick, hollow tile, stone trim, cell work, steel furniture. 7-21

Tex., Dallas—City Commission erect fire station, Ross Ave. and Leonard St.

Tex., Weslaco—City will have plans for \$35,000 city hall completed by R. Newell Waters within 2 weeks; Spanish type, tile and stucco, 2 stories. 4-7

Va., Culpeper—Town, Byrd Leavell, Chmn. Bldg. Comm., receives bids Aug. 17 (extended date) for 2-story and part basement town hall; \$45,000 bonds available; following contractors estimating: D. V. Pierce; G. W. Reynolds, both Culpeper; J. W. Reynolds; C. R. Butler, both Orange, Va.; Durham Granite Co., Hillsboro Rd., Durham, N. C.; H. Herfuth, Alexandria, Va.; R. K. Stewart & Sons, N. Main St., High Point, N. C.; J. C. Curtis, Denbigh, Va.; Roanoke Iron and Bridge Works, Walnut Ave. S. W., Roanoke, Va.; Frank E. Hartman Co.; J. W. Adams; King Lumber Co., all Charlottesville, Va.; Farmville Manufacturing Co.; Taylor Manufacturing Co., both Farmville, Va.; Mims Sneake Co., Luray, Va.; Fuqua Construction Co., Inc., Krise Bl., Lynchburg, Va.; Chas. Hubert Spring, Jeff. Std. Bldg., Greensboro, N. C.; Claiborne & Taylor, Inc., Atlantic Life Bld., Richmond, Va.; Pauly Jail Building Co., 2215 De Kalb St., St. Louis, Mo.; English Construction Co., 15 W. 91st St., New York, N. Y.; P. L. Dover, Braddock Heights, Md. 7-7

Dwellings

Ala., Birmingham—Metropolitan A. M. E. Zion Church will open bids in October for church, Fourth Ave. and 16th Ave., North; cost \$150,000 6 stories 70x140 ft., oak floors, concrete foundation, tile roof, steam heat; furnishings, equipment, etc., \$50,000; W. A. Rayfield & Co., Archts., Drawer 649. See Want Section—Building Materials and Equipment. 7-28

Ala., Birmingham—W. E. Hull, First Natl. Bk. Bldg., erect \$20,000 brick veneer and stucco residence, Redmont Park; 2 stories, concrete basement, slate roof, 2 tile baths, steam heat; Thos. R. Duffey, Archt., 2224 Avenue G.

D. C., Washington—Wm. Montgomery, Pres., Acacia Mutual Life Association, Homer Bldg., plans residence near Daniel Rd. and Rittenhouse St. facing Rock Creek Park.

D. C., Washington—Boss & Phelps, 1417 K St., N. W., have \$70,000 permit for 11 brick and cinder block dwellings, 1700-06 Surrey Lane and 434-47 Q St., N. W.; 2 stories.

D. C., Washington—Irwin B. Robinson, 61 W. St., N. W., has \$13,000 permit for residence, 432 Eighth St., S. W.; 2 stories, brick.

D. C., Washington—W. R. Swofford has \$12,200 permit for brick and frame residence, 5034 Reno Rd., N. W.; 2 stories.

Fla., Coral Gables, Miami—Chas. P. Stevens erect \$50,000 residence, 2194 Isabella St.; 2 stories; garage; Dudley St. C. a' R. Donnelly, Archt., 2314 Ponce de Leon Blvd.

Fla., Jacksonville—D. E. Harrell, St. James Bldg., erect 4 frame duplexes, 1301-11 Oakley St.; 2 stories; total cost \$24,090; also 6 one-story frame dwellings, 733-37-41-45-49-53 Eastbrook; cost about \$8000.

Fla., Miami Beach—Walter J. Gano and Pittsburgh (Pa.) associates erect 4 dwellings, La Gorce sub-division; total cost \$125,000; 10 or 12 rooms each.

Ga., Atlanta—A. M. Mohr, 1938 Northview Ave. N. E., erect \$25,000 residence, 425 North Ave. N. E.; 2 stories.

Ga., Atlanta—F. S. Patterson, 476 Morningside Dr., erect \$15,000 residence, 60 Twenty-sixth St.; brick veneer.

Ga., Atlanta—W. N. Tumlin, 1221 Gordon St. S. W., erect 6 brick veneer dwellings, 1108-12-16-22-26-32 Mathews Crest; 1 story; total cost \$36,000.

Ga., Savannah—Margaret C. Halle erect \$10,000 brick veneer residence, 44th and Dixon Sts.; 2 stories.

Ga., Savannah—Peter Nichols, 428 Montgomery St., erect brick veneer duplex, Whitaker and 40th Sts.

Ky., Louisville—H. W. Batson, M. E. Taylor Bldg., erect \$17,000 hollow tile and stone residence, 2460 Ransdell St.

La., Metairie—Mr. Broussard, Prin., Metairie High School, erect single frame residence, Metairie; Johns-Manville roof; Theo. L. Perrier, Archt., Canal-Commercial Bldg., New Orleans.

La., New Orleans—R. J. Jacobson erect \$17,000 residence and garage, 33 Audubon Blvd.; 2 stories, 42x40 ft., tile and composition roof; Weiss, Dreyfous & Seiferth, Inc., Archts., Maison Blanche Bldg.

Md., Baltimore—Henry C. Evans, 119 Hawthorn Road, member, Stein Brothers & Boyce, 6 S. Calvert St., erect stone residence, Winding Way.

Md., Baltimore—John E. Hamilton plans residence, Winding Way.

Md., Baltimore—Harry F. Page, 304 Ilchester St., plans residence, Tunbridge Road near Tilbury Way.

Md., Baltimore—Owners Realty Co., 2 E. Lexington St., erect 13 brick dwellings and garages, W. side Rosedale St. N. of Mosher St.; 2 stories; total cost \$38,000.

Miss., Hernando—Clark Holmes erect \$20,000 brick veneer residence; stone trim 1 story and basement, 60x10 ft., oak floors, composition shingle roof, tile bath, hot water heat.

Miss., Jackson—Emmett J. Hull, Archt., 211 Merchants Bank Bldg., drawing plans for \$18,000 Spanish type dwelling and garage, brick, 2 stories and basement, oak floors, tile bath and roof, hot water heat.

Miss., Jackson—Rush H. Knox erect \$30,000 residence; brick 2 stories and basement, oak floor, 4 tile baths, tile terrace, brass plumbing, hood tile roof, hot water heat; N. W. Overstreet, Archt., Miss. Fire Bldg.

Miss., Jackson—Mrs. Scott, care N. W. Overstreet, Archt., Miss. Fire Bldg., erect \$16,000 Colonial residence; oak floors, 2 tile baths, hood tile roof, hot water heat.

Miss., Jackson—Judge O. B. Taylor erect \$15,000 English type residence and garage; brick, 2 stories and basement, oak floors, tile bath, hood tile roof, hot water heat; J. M. Spain, Archt., Millsaps Bldg.

Mo., Kansas City—Lester Siegel, Vice-Pres., Harzfeld's, 11th and Main Sts., erect Colonial residence, 705 Brush Creek Blvd.

Mo., Kirkwood, St. Louis—Edgar Rozier, 4937 Laclede Ave., erect \$15,000 brick residence, Monroe Ave.; 2 stories and basement, 46x34 ft., hardwood floors, tile bath, slate roof, hot water heat; Wm. P. McMahon, Archt., 819 Buder Bldg., both St. Louis.

Mo., St. Louis—M. Pappan, 4054 Potomac St., erect 4 dwellings, 4035-37-41-43 Potomac; brick, 1 story and basement, 25x42 ft., composition shingle roofs, furnace heat; total cost \$30,000.

Mo., St. Louis—Dan'el E. Behrens, 216 N. Central Ave., erect \$12,000 brick residence, Parkdale Ave.; 1½ stories and basement, 27x38 ft., concrete foundation, oak floors, tile bath, slate roof, hot water heat; O. J. Popp, Archt., 1501 Arcade Bldg.

Mo., St. Louis—A. G. Eckhardt, 3716 Louisiana St., erect \$40,000 brick residence, Longfellow Blvd. near Compton St.; 2 stories and basement, 31x45 ft., concrete foundation, rubber and hardwood floors, tile bath and kitchen, electric refrigerator, incinerator, Warren-Webster vapor system of heat, oil burner; Klutho, Ranft & Klutho, Archts., 915 Syndicate Trust Bldg.

Mo., St. Louis—Gill & Jackson, Archts., 526 Buder Bldg., have drawn plans for \$10,000

000 brick dwelling, Colorado St. and Kings-highway Park; 2 stories and basement, 25x35 ft., oak floors, tile bath, composition roof, hot water heat.

Mo., St. Louis—Philip Rollhaus, Jr., Archt., 606 Central Nat. Bank Bldg., received bids for 6 dwellings, Lincoln Terrace; 1 story and basement, 26x30 ft., oak floors, yellow pine trim, concrete foundations, tile roofs and baths, hot air heat; total cost \$30,000.

Mo., St. Louis—Robt. Schuster, care Philip Rollhaus, Jr., Archt., 606 Cent. Nat. Bank Bldg., erect brick residence; 2 stories and basement, 26x32 ft., hardwood and yellow pine floors, concrete foundation, composition shingle and composition roof, tile bath, hot air heat, cost about \$10,000.

Mo., St. Louis—C. W. Swingley, 5817 Waterman St., erect brick residence, Sherwood Drive; 2½ stories and basement, 42x39 ft., slate roof, marble and tile bath; Klingensmith, Rice, Wilkins, Archts., 1217 Louderman Bldg.; bids in July 29.

Mo., University City, St. Louis—L. Pfeifferberger's Sons, Archts., 102 W. Third St., Alton, Ill., have drawn plans for brick dwelling; 2 stories and basement, 7 rooms, hardwood floors, concrete foundation, tile bath, copper gutters, slate or tile roof, vapor heat.

Mo., University City, St. Louis—D. H. Soughton, 6012 McPherson Ave., erect \$15,000 residence, Cambridge Ave., University Hills; brick, stone trim, 2 stories and basement, 32x29 ft., stone foundation, hardwood floors, tile bath, slate roof, hot water heat; Gill & Jackson, Archts., 526 Buder Bldg.; bids in.

N. C., Charlotte—H. C. Sherrill, 34 S. Tryon St., erect 2 dwellings, Greenwood Cliff and 2 on Kenilworth Ave.; total cost \$26,000.

N. C., Durham—Collins' Homes, Inc., 809 Greensboro Bank and Investment Bldg., Greensboro, erect dwellings. (See N. C., Greensboro.)

N. C., Durham—St. Paul's Lutheran Church considers parsonage. Address The Pastor.

N. C., Greensboro—Collins' Homes, Inc., 809 Greensboro Bank and Investment Bldg., erect number dwellings, Greensboro and Durham sell for about \$10,000 each, frame, stucco, brick veneer and shingle construction; R. L. Blalock, Jr., Constr. Engr., care owner. See Want Section—Building Materials and Equipment.

N. C., Winston-Salem—Dr. C. J. Alexander, Nissen Bldg., erect \$10,000 brick veneer residence, Overbrook Ave.; 10 rooms, steam heat.

Okla., Oklahoma City—A. M. Sadler, 1932 W. 17th St., erect \$10,000 residence, 727 E. 19th St.

S. C., Coosawatchie—Bayard Dominick, member, Dominick & Dominick, New York, erect residence near Coosawatchie.

S. C., Greenville—C. M. Gaffney, 123 W. Stone Ave., erect residence, 210 E. Earle St.; cost about \$10,000.

Tenn., Jackson—W. G. Morgan erect wide siding residence; 2 stories and basement, 10 rooms, oak floors, composition roof, tile baths, hot water heat; Jones & Furbringer, Archts., 110 Porter Bldg., Memphis; bids in.

Tenn., Memphis—Leroy Cooper, 632 S. McLean Blvd., erect brick residence, Red Acres; 2 stories and basement, 40x28 ft., oak floors, tile baths, wood shingle roof, steam heat; garage and servants' quarters; Sieg & McDaniel, Archts., First Nat. Bank Bldg.; L. L. Diehl, 1663 Forrest St., low bidder.

Tenn., Memphis—M. Long, care Hanker & Cairns, Archts., Court Square Bldg., erect brick residence; 1 or 2 stories and basement, oak floors, tile bath.

Tenn., Memphis—L. P. Miles, 1145 Peabody St., erect Indiana limestone and brick residence, Jefferson Ave. and East Parkway; 2 stories and basement, about 60x95 ft., oak floors, tile roof and baths, steam heat; J. Frazier Smith & H. L. Burnham, Archts., Goodwyn Inst. Bldg.

Tenn., Memphis—Chas. Lewis, 645 S. Front St., erect 2 frame dwellings, 800 block McLean St.; 5 rooms; cost \$4500 each, heating \$500 each.

Tenn., Memphis—H. D. Smith, 1186 Jones St., erect 25 dwellings, Hollywood; wide siding, 1 story, pine floors, composition roof.

Tex., Amarillo—R. R. Rollons erect \$11,500 brick residence, 3205 Van Buren St.

Tex., Fort Worth—E. E. Bewley, 1305 Summit St., erect \$70,000 brick residence, 1200 Western St.

Tex., Fort Worth—E. A. Elliott, 3000 Victory Blvd., erect \$11,000 brick veneer residence, 2913 Gibson St.

Tex., Fort Worth—Fort Worth House Moving Co., 814 S. Main St., erect two \$7500 dwellings, 2209-17 Western St.; brick veneer.

Tex., Houston—W. H. Trousdale erect 6 brick veneer duplexes, W. Clay St. near Taft St.; 2 stories, 10 rooms and 2 baths each, built-in features; total cost \$87,000.

Tex., Houston—R. Williams erect \$22,000 residence, 3007 Wheeler St.

Tex., Quanah—Quanah Cotton Oil Co. erect church and dwellings for negroes.

Tex., San Antonio—Jos. H. Frost, Pres., Frost Nat. Bank, erect English type lodge, Medina Lake; native rock; living rooms on first floor, dance pavilion above; John M. Marriott, Archt., Frost Natl. Bank Bldg.

Tex., San Antonio—F. Griffin, 130 W. Hulsache Ave., erect frame and stucco duplex; 2 stories, cost about \$10,000; L. D. Middleton, Contr., 1040 W. Magnolia Ave.

Tex., San Antonio—Chas. E. Sutton, care John Marriott, Archt., Frost Bldg., erect frame and stucco residence, San Pedro and Elsmere Place; 1 and 2 stories, tile roof.

Tex., Weimar—Catholic Church, Rev. Jos. Szymanski, Pastor, erect \$15,000 rectory; brick and concrete, 2 stories; Leo M. J. Dielmann, Archt., 306 E. Commerce St., San Antonio; ready for bids about Sept. 1.

Tex., Wichita Falls—Dr. W. L. Parker erect \$20,000 residence, 2207 Miramar St.

Government and State

Ga., Augusta—United States Veterans' Bureau, Frank T. Hines, Director, Arlington Bldg., Washington, D. C., receives bids Aug. 23 for constructing, installing and furnishing complete outside water, sewer and steam distribution system, U. S. Veterans' Hospital No. 62; drawings and specifications from Constr. Div. Room 791. 7-7

Mo., Moberly—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids Aug. 15 for post-office addition; double mailing vestibule, driveway; cost \$50,000; plans and specifications from Roy R. Quinn, Postmaster, Moberly, or from office Supervising Archt.

N. C., Asheville—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., has low bid at \$950 from Charles Weitz's Sons, Des Moines, Iowa, for remodeling and enlarging postoffice and courthouse. 7-7

N. C., Wilson—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., has low bid at \$160,300 from Charles Weitz's Sons, Des Moines, Iowa, for postoffice and courthouse; elevator not included. 6-30

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., having plans completed by Clay Riggins, Anadarko, for \$25,000 addition to Union Soldiers Home; brick and stone, 2 stories and basement.

Tex., Houston—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., has low bid at \$9553 from Mento T. Green, 608 N. Akard St., Dallas, for remodeling old post office.

Hospitals, Sanitariums, Etc.

Ark., Newport—Dr. A. M. Elton remodel Elks Bldg. for hospital; cost \$40,000; Frank W. Gibb & Co., Archts., Gazette Bldg., Little Rock.

Ga., Brunswick—City probably have plans ready for bids in 2 months for hospital annex; may call election on \$50,000 to \$60,000 bonds; Daniell & Beutell, Archts., 207-08-09 Healey Bldg., Atlanta. 7-28

Ky., Glasgow—Commonwealth Fund, Henry J. Southmayd, Director, Div. of Rural Hospitals, 1 E. 5th St., New York, and local hospital board of trustees will have plans ready about Nov. 1, for \$200,000 community hospital; fireproof, brick, 2 stories and basement, 40x160 ft., concrete foundation, slate or asbestos roof; \$24,000 nurses' home; H. C. Pelton and Jas. Gamble Rogers, Archts., 415 Lexington Avenue. See Want Section—Building Materials and Equipment. 7-28

Okla., Blytheville—City, S. C. Craig, Clk., having plans drawn by Uzzell S. Branson, Farmers Bank Bldg., for remodeling and equipping Blytheville Hospital; bonds voted. 7-21

Okla., Muskogee—United States Veterans' Bureau, Frank T. Hines, Director, Arlington Bldg., Washington, D. C., install fire escapes, repave present pavements and remodel building for receiving ward, Soldiers' Memorial Hospital, Honor Heights; contract let to O'Connor Co., 11 N. Third St., for plumbing improvements; total cost about \$48,000.

Okla., Norman—State Board of Affairs, G. C. Wollard, Chmn., having plans drawn by Jewell Hicks, Braniff Bldg., both Oklahoma City, for \$125,000 infirmary, Central Hospital.

Okla., Ponca City—Lew Wentz has given \$50,000 for crippled children's hospital.

S. C., Greenville—Salvation Army, Major W. A. McIntyre, Commr., Atlanta, Ga., considers enlarging Emma Moss Booth Memorial Hospital.

S. C., State Park—South Carolina State Hospital Board of Regents receives bids Aug. 11 at office C. Fred Williams, Supt., Columbia, for 2 brick and rein. concrete ward buildings at State Park, also for alterations and additions to Parker Bldg., Columbia; separate bids for heating and plumbing; plans and specifications from Lafaye & Lafaye, Archts., 1724 Sumter St., Columbia.

Tenn., Knoxville—City Council considers hospital for negroes; cost about \$50,000.

Tenn., Memphis—City erect concrete and brick addition to general hospital, Jephtha F. Ward, Gen. Supt.; stone trim, 2 stories and basement, concrete floors, stone trim, composition built-up roof; 60 beds; Jones & Furbringer, Archts.; Gardner & Howe, Engrs., all Porter Bldg.; ready for bids about Aug. 1.

Tex., Beaumont—Dr. A. D. Mann, 601 Perlstein Bldg., Dr. Alexander and Dr. Gardner receive bids Aug. 23 for fireproof clinic; 2 stories and basement; cost \$70,000; Phelps & DeWees, Archts., Gunter Bldg. 6-16

Tex., Marshall—Texas & Pacific Railway Hospital Assn., Dr. J. H. Moore, Ch. Surgeon, erect \$200,000 hospital; brick, steel and concrete, 2 stories and basement, 186x40 ft.; about 105 beds; 2 general dining rooms, kitchen, heating plant, storage rooms and contagious ward in basement; Roscoe DeWitt, Archt.

Tex., San Antonio—City of San Antonio and Bexar County construct new foundation, repair interior and erect 1-story clinic addition to Robert B. Green Memorial Hospital; cost about \$50,000; P. F. Allen, 810 San Pedro Ave., and C. Raebler, City Hall, Engr. 7-28

Hotels and Apartments

Ark., Little Rock—Charles Conway, Texarkana, reported, contemplating purchase New Capital Hotel, Louisiana and Markham Sts., and erecting 15 or 16 story \$500,000 hotel on part of present site; tentative plans by Geo. R. Mann, Fort Smith.

Ark., Little Rock—S. A. Lane, Div. Mgr., Southwestern Bell Telephone Co., remodel and redecorate Gleason and Terminal hotels, cost \$10,000.

Fla., Jacksonville—S. R. Hercovitz erect two 2-story tile, 4-room flats, 2239-43 College St., cost \$20,000.

Fla., Miami Beach—Otto Schilling erect \$32,000, 2-story, reinforced concrete and concrete block 12-apartment building, Meridian Ave. and 14th St.; Henry J. Moloney, Archt., 262 F. Flagler St.; bids opened Aug. 1.

Ga., Atlanta—B. E. Yancey, 1201 Fairview Rd. N. E., erect \$15,000, 2-story, brick veneer apartment, 1741 Ponce de Leon Ave. N. E.

Md., Easton—MacDonald & Lambert, Inc., Edw. Lambert, Pres., erect hotels, bungalows, places of amusement, etc., in connection with 324-acre development in Talbot County for summer resort.

Mo., Kansas City—Phillips Building Co., 609 Victor Bldg., erect 11-story apartment hotel, 3724 Broadway.

N. C., Charlotte—T. L. Lassiter and E. S. Gray erect \$24,000, 2-story, 24-room, brick veneer apartment house, 1313 East Blvd.

N. C., Charlotte—F. G. Campbell, 1001 W. Second St., erect \$10,000, 16-room apartment house, 1405 E. Fourth St.

Okla., Oklahoma City—P. L. King erect \$35,000 apartment building, 1310 N. Dale St.

Okla., Oklahoma City—Travahoma Hotel Co., R. M. Funk, Pres., 136 W. 33d St., soon call for bids for \$500,000, 10-story, 50x140-ft. brick and reinforced concrete hotel; concrete foundation, tar and gravel roof, concrete floors, steam heat; Layton, Hicks & Forsythe, Archts., Braniff Bldg. 1-27

Okla., Tulsa—Julius Livingston, Kennedy Bldg., soon call for bids for \$50,000, 50x90-ft., 3-story and basement brick and frame 15-apartment building; N. B. Fleming, Archt., Orpheum Bldg.

Tenn., Memphis—Joe Lazarov erect \$10,000, 2-story brick veneer apartment building, 46 S. Tucker St.

Tex., Brownsville—Ed. Rendall erect \$40,000 apartment building; 2 or 3 stories.

Tex., Brownsville—C. A. Rainwater, Archt., McAllen, soon start work on 16-apartment building.

Tex., Houston—William Halley erect \$13,000, 2-story brick veneer apartment house and garage, Webster Addition.

Tex., Houston—H. G. Fields erect 2-story, two 10-room brick veneer duplex and garage, 1731 Kipling St. and 1731 Harold St.; cost \$15,000.

Tex., La Feria—C. P. Owen have plans ready about Aug. 15 for \$15,000, 2-story, 16-room, cement tile walls, mill construction apartment building; P. G. Silber & Co., Archts., Bedell Bldg., San Antonio.

Tex., Menard—Mr. and Mrs. Harden Green, Jr., care A. B. Withers Co., Archts., 104½ S. Oak Ave., Mineral Wells, Tex., receives bids Aug. 8 for \$100,000, 4-story, 54x100-ft. reinforced concrete, fireproof hotel; Barrett tar and gravel roof, cement, tile and terrazzo floors, concrete foundation, passenger elevator. See Want Section—Building Equipment and Material. 7-28

Tex., Port Arthur—Judge J. R. Rose and Dr. Pat Reed, Adams Bldg., plan \$50,000, 2-story, brick apartment and store building, 724 Procter St.

Tex., San Saba—San Saba Hotel Co., Clay Kuykendall, opened bids for 3-story, 35-room, reinforced concrete, hollow tile and stucco or tile and face brick, tile roof, cast stone trim hotel; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio. 6-23

Tex., Temple—W. W. Kyle, Sr., Kyle Bldg., Beaumont, and associates have plans by Geo. Louis Walling, Austin, for 12-story and roof garden, 110x150-ft. hotel. 7-7

Tex., Waco—Hilton Hotel Co., C. N. Hillon, Pres., deferred receiving bids until Aug. 10, for \$600,000, 12-story, basement and mezzanine, 200-room, reinforced concrete hotel, Austin and Fourth Sts. Address J. M. Penland, 500 Park Ave., Chmn. of general committee; Lang & Witchell, Archts., American Exchange Bank Bldg., Dallas. 7-21

Va., Virginia Beach—Otto Wells, Dickson Bldg., Norfolk, and associates, reported, planning erection \$1,000,000, 250-room hotel; Mr. Wells advises: "No confirmation can be given at this time; report entirely premature."

Miscellaneous

Ark., Hot Springs—Little Rock Engineers' Club, R. C. Limerick, Pres., plans clubhouse on Lake Catherine near Hot Springs.

D. C., Washington—Supt. of Buildings and Labor, U. S. Natl. Museum, Natural History Bldg., 10th and B Sts. N. W., receives bids Aug. 16 for gallery, Smithsonian Institution.

Fla., St. Petersburg—Snell Isle Club erect \$35,000, 90x126-ft. addition for dance hall and swimming pool.

Md., Baltimore—Maryland Jockey Club, Matt L. Daiger, Sec., 3227 Vickers Rd., erect addition to grandstand at Old Hilltop, Pimlico; 3 barns, each 52 stalls and 12 bunk rooms, boiler room, blacksmith shop and comfort station under construction, cement walk being laid; cost \$200,000. 6-10-26

Mo., Columbia—F. W. Leonard and others remodel Coffee Shop and kitchen of Daniel Boone Tavern; cost \$25,000 to \$30,000; install new equipment, separate bake shop.

Mo., Kansas City—Samuel W. Sawyer, First National Bank Bldg., erect 2-story officers' reserve building, 3608-10 Main St.; Peden & Austin, Archts., 3504 Troost St.

Mo., St. Louis—Jacob Slupsky, Mgr., Flora Realty & Investment Co., 5526 Pershing Road, and associates erect clubhouse and exhibition hall for horse and stock shows on 120-acre tract on Denny road; swimming pool, shaded promenades, riding school, one-mile race track; reported initial expenditure \$800,000; Charles Huntington Deiterling Co., Archts., Central Nat. Bank Bldg.

Okla., Muskogee—Oklahoma Free State Fair Assn. expend \$15,000 for improvements.

Okla., Oklahoma City—W. C. Baily, 518 W. Main St., reported, having plans prepared by H. Reynolds, Terminal Arcade, for \$150,000, 1-story, 80x140-ft., reinforced concrete, brick and steel market building.

Tex., Archer City—Archer City Golf Club, Jos Mathews, Pres., erect clubhouse.

Tex., Fort Worth—Tarrant County Baptist Assn., Rev. Dr. C. E. Matthews, Pastor, Travis Ave. Baptist Church, and Recreation Board interested in erection of \$25,000 municipal encampment.

Tex., Harlingen—Woman's Club erect \$10,000, frame and stucco building; Lloyd E. Mellor, Archt.

Tex., San Antonio—Merchants Transfer Co., 215 Main St., erect one-story, 100x260

ft., hollow tile and concrete shed, Nueva and Dolorosa Sts., sheet iron roof; Herbert S. Green, Archt., Alamo Bank Bldg.

Tex., San Antonio—E. B. Carruth, 302 Belknap Pl., have plans complete for remodeling Beethoven Hall, cost \$25,000; 4 stores on ground floor; L. Harrington Co., Archts.-Engrs., Builders Exchange Bldg.

Tex., Yoakum—American Express Co., care J. M. Dunham, Archt., Bldg. Supt., 1404 Chemical Bldg., St. Louis, Mo., opened bids for 1-story, 30x45-ft., brick, concrete and stone, slate roof building; Sumner-Sollitt Co., Natl. Bank of Commerce Bldg., San Antonio, low bidder.

Railway Stations, Sheds, Etc.

Tex., Harlingen—San Antonio and Aransas Pass Rwy. Co., R. W. Barnes, Ch. Engr., Houston, opened bids for 2-story, 128x47.6-ft., brick, hollow tile and stucco, cast stone passenger station, concrete floors, metal lath. 7-28

Schools

Ala., Birmingham—Howard College Trustees opened bids for 2-story, brick veneer 30-room dormitory, Berney Ave. and 77th St.; Denham, Van Keuren & Denham, Archts., Age-Herald Bldg.

Ala., Crichton—Mobile County Board of School Commrs., W. C. Griggs, Supt., Mobile, receives bids Aug. 10 for Unit School, Spring Hill Ave. separate bids for building proper and on plumbing and electrical work; Geo. B. Rogers, Archt., 1007 Van Antwerp Bldg., Mobile.

D. C., Washington—District Commrs., 509 District Bldg., call for bids about Aug. 21 for Garnet Junior High School, to be erected on site of Garnet-Patterson School, 10th and U Sts. N. W.; 30 classrooms, 2 gymnasiums and swimming pool; A. L. Harris, Municipal Archt.

D. C., Washington—Office of Public Buildings and Public Parks, Room 1613 Navy Bldg., receives bids Aug. 12 for erection bathhouse, beginners' pool and swimming pool, at McKinley High School grounds, First and R Sts., N. E.

Fla., Bonifay—Board of Education erect 12-room addition to school; \$40,000 bonds voted.

Fla., Ojus—Dade County Board of Public Instruction, Chas. M. Fisher, Supt., 69 N. E. Third St., Miami, receives bids Aug. 10, for first unit of 11-room school; plans and specifications at office August Geiger, Archt., 58 N. E. Seventh St., Miami. 5-5

Fla., Winter Park—Rollins College, Dr. Hamilton Holt, Pres., plans raising \$10,000,000 fund for expansion purposes; having preliminary plans drawn.

Ga., Adel—Sparks-Adel Consolidated School Dist. Trustees receive bids Aug. 17 for 7-room grammar school in Sparks, 12-room high school between Adel and Sparks; both buildings one story, brick, alternate bids brick veneer, wood floors, cost \$60,000; equipment and furnishings, \$10,000; Daniell & Beutell, Archts., Healey Bldg., Atlanta. 7-21

La., Baton Rouge—East Baton Rouge Parish School Board receives bids Aug. 24, for laying 2700 lin. ft. water pipe at site Baton Rouge Senior High School; plans and specifications at office Seifred & Troeger, Landscape Archts., 206 Weick Bldg.

La., Coshatt—Red River Parish Board of Trustees having plans prepared by Wm. T. Nolan, Maritime Bldg., for \$113,000, 2-story, reinforced concrete, brick and stone trim, fireproof high school and auditorium; 15 classrooms, composition roof.

La., Ida—Caddo Parish School Board, E. W. Jones, Supt., Shreveport, approved plans for \$100,000, 2-story brick and concrete building, and will call for bids in few days. 4-14

Md., Baltimore—St. Dominicks R. C. Church, Rev. John B. Manley, Pastor, receiving bids for \$40,000 to \$50,000, 50x63 ft., 3-story, 5-classroom building, 5406-08 Harford Rd.; slag roof, composition and terrazzo floors, Port Deposit stone exterior, Indiana limestone trim, steam heat; John K. Stack, Archt., 308 E. Lafayette Ave.; owner builds.

Md., Baltimore—School Board, Public Improvement Comsn. and Architectural Comsn. selected Chas. M. Anderson, 9 E. Pleasant St., to design \$1,000,000 addition to Baltimore Polytechnic Institute, first of 24 school projects built out of \$10,000,000 loan.

Md., Baltimore—Board of Awards, Mayor Wm. F. Broening, Pres., receives bids Aug. 10 for general repairs, alterations and paint-

ing to School No. 106-A and rearrangement of assembly hall at School No. 13 for industrial arts and home economics for Department of Education; specifications at office Chief of Division of Maintenance and Operations of School Buildings, Administration Bldg., Lafayette and Carrollton Aves.

Md., Frederick—Frederick County Board of Education, Leslie N. Coblenz, Pres., opened bids for schools at Urban and Meyersville; Geo. W. Perry, low bid at \$20,444 for Urbana and Thos. J. Kemp, \$23,132 for Meyersville school; A. A. Hileman, Archt.; soon call for bids for auditorium and addition to Brunswick High School. 7-21

Md., Westminster—Board of Education, reported, having plans prepared by B. E. Starr, 9 N. Market St., Harrisburg, Pa., for improvements to 3-story high school, cost \$175,000; install manual training equipment.

Miss., Fayette—Emmett J. Hull, Archt., Merchants Bank Bldg., Jackson, announced that bids will be received about Aug. 18 for 2-story and basement, brick and cast stone trim school building. 7-21

Mo., New Franklin—New Franklin School Dist. Trustees erect addition to high school; \$25,000 bonds voted.

Mo., St. Louis—St. Mary Magdalene School, Devonshire Ave. and Kingshighway Blvd., erect \$35,000 addition.

N. C., Asheville—Buncombe County Board of Education erect consolidated school in Reems Creek township; \$100,000 bonds voted.

N. C., Bessemer City—Bessemer City Graded School Dist., R. R. Caldwell, Sec., receives bids Aug. 5 for installation heating plant in school under construction.

N. C., Charlotte—Mecklenburg County Board of Education, Frank A. Edmonds, Sec., receives bids Aug. 8 for \$15,000 Paw Creek School and Aug. 27 for \$12,000 Long Creek School; plans at office M. R. Marsh, Archt., 509 Builders Bldg. 6-16

N. C., Greensboro—Guilford County Board of Education receives bids Aug. 9 for following additions: 4 rooms to school at Bessemer, Harry Barton, Archt., Jefferson Bldg.; 6 rooms at Nathaniel Greene, 2 rooms at Guilford College, 4 rooms at Summerfield; Northrop & O'Brien, Archts., Starbuck Bldg., Winston-Salem.

N. C., Greensboro—School Board erect school building, Elam Ave., Sunset Hills.

N. C., Morganton—North Carolina School for Deaf, E. McK. Goodwin, Supt., receives bids Aug. 12 for erection Industrial Bldg.; 2 stories, 44x96 ft., reinforced concrete; plans at office Mr. Goodwin and Charles C. Hook, Archt., Johnston Bldg., Charlotte.

N. C., Proximity, Sta. Greensboro—Guilford County Board of Education erect \$250,000 school.

N. C., Raleigh—Wake County, Wm. H. Penney, Clk., Board of Commrs., vote Aug. 9 on \$400,000 bonds for school purposes.

N. C., Raleigh—North Carolina State College of Agriculture and Engineering, Dr. E. C. Brooks, Pres., receives bids Aug. 16, for \$120,000, 3-story, 57x133 ft. class room building; brick and stone, reinforced concrete beam and column, steel joist and concrete slab floors, slate roof and upper deck, brick foundation with concrete footings; Ross Shumaker, of Architectural Dept., Archt.; receives bids same date for \$25,000, 2 story and basement, 30x80 ft., brick residence for president; oak floors, slate roof; Hobart Upjohn, Archt., Grand Central Terminal, New York. See Want Section—Building Material and Equipment. 7-14

N. C., Winston-Salem—Forsyth County Commrs., J. M. Lentz, Clerk, plans to erect several buildings; considering issuing \$129,000 bonds.

N. C., Wallburg—Abbotts Creek School Dist. improve Wallburg School, \$15,000 bonds voted. Address Davidson County Bd. of Education, Lexington.

Okla., Blackwell—Board of Education soon let contract for \$20,000 2-story, brick gymnasium; R. W. Shaw, Archt., Enid.

Okla., Claremore—Oklahoma Military Academy erect barracks building, vocational educational building and central heating plant, cost \$170,000.

Okla., Earlshoro—Board of Education, C. R. Fowler, Clk., opened bids for \$35,000, one-story and basement, brick and stone school; Guy Reid, Archt., Oklahoma City. 6-30

Okla., Faxon—Board of Education opened bids for \$18,000, one and two-story brick school; Clay Riggins, Archt., Anadarko.

Okla., Hennessey—Board of Education rejected bids for \$50,000 school; Tonini &

Bramblett, Archts., 416½ W. Main St., Oklahoma City. 6-9

Okla., Seminole—Board of Education, L. W. Kitchens, Supt., having plans prepared by Butler Co., Herskowitz Bldg., Oklahoma City, for \$60,000 high school.

Okla., Shady Point—School Board erect one-story, 94x70 ft. school; 4 classrooms and auditorium.

Okla., Wyandotte—Board of Education having plans prepared by R. A. Swartz, Miami, Okla., for \$15,000, one-story, brick and tile school.

S. C., Columbia—Chicora College for Women, W. G. Query, Chmn., Board of Trustees, leased buildings of old Columbia Theological Seminary; remodel for dormitories.

Tenn., Columbia—Maury County Board of Education, G. H. Turner, Supt., having plans made for schools at Athedale, Theta, Mt. Pleasant, Canaan, cost \$25,000.

Tenn., Knoxville—Board of Education, L. H. Spilman, Pres., opened bids for Austin High School for negroes and addition to Brownlow School; Gervin & Gervin, low bid at \$131,905 for former; Bauman & Bauman, Archts., Market St.; Weaver & McGill, at \$130,755 for latter; Barber & McMurtry, Archts., both General Bldg. 7-14

Tenn., Lupton City—Hamilton County Board of Education, Chattanooga, erect 4-room school addition near Dixie spinning mills, cost \$12,000.

Tenn., Martin—University of Tennessee, C. A. Willson, Dean, Knoxville, having plans prepared by Barber & McMurtry, 425 Clinch Ave., Knoxville, for science and home economics buildings at Junior College. 7-28

Tenn., Memphis—Kappa Delta Fraternity, Southwestern College, erect \$12,000 sorority house; J. Frazer Smith, Archt., Goodwyn Institute.

Tex., Arlington—North Texas Agricultural College having plans prepared by Eugene Davis, Dallas, for 3-story, 60x140-ft., fireproof science building. See Want Section—Building Material and Equipment. 7-28

Tex., Austin—University of Texas, H. J. Litcher Stark, Chmn., Board of Regents, erect \$450,000, 3-story, stone, brick and reinforced concrete, fireproof addition to library; Herbert M. Greene Co., Archt., Santa Fe Bldg., Dallas.

Tex., Austin—University of Texas plans baseball diamond; construct steel grandstand to seat 3500.

Tex., Corpus Christi—Corpus Christi College, Callallen Road, soon let contract for \$100,000, 3-story, basement and attic, reinforced concrete, hollow tile and brick building; Hardy & Curran, Archts., Riggan Bldg.

Tex., Edinburg—Edinburg Independent School Dist. erect \$30,000, 8-classroom, brick and tile school at Hargill.

Tex., Fort Worth—Public School Board erect \$45,000 brick school, Mills Addition.

Tex., Lubbock—Wyatt C. Hedrick, Inc., Archts.-Engrs., First Nat. Bank Bldg., Fort Worth, contemplates letting contract Aug. 8 for following buildings at Texas Technological College: \$20,000 Practice House, \$10,000 temporary Agricultural Building, separate bids for \$7500 Greenhouse; not ready for bids or \$240,000, brick, reinforced concrete and steel Engineering Building. 7-28

Tex., Quannah—Quannah Cotton Oil Co. erect negro school in connection with development of mill town.

Tex., San Angelo—School Board has plans by Phelps & Dewees, Gunter Bldg., San Antonio for \$250,000, 2-story, brick, stone and reinforced concrete Junior High School.

Tex., San Antonio—San Fernando Cathedral, Main Plaza, care Very Rev. Camilo Torrente, C. M. F., erect \$125,000, brick and reinforced concrete school and auditorium; Leo M. J. Dielmann, Archt., 306 E. Commerce St.

Tex., San Juan—Pharr-San Juan Independent School Dist. receives bids Aug. 10 at office E. L. Greene, Pharr, for \$50,000, 8-room and auditorium, Mexican School and 4-room, \$25,000 additions to grammar schools; concrete, hollow tile and stucco; separate bids for heating, plumbing, wiring and Septic tank systems; Harvey P. Smith, Archt., Nat. Bank of Commerce Bldg., San Antonio.

Tex., Schulenberg—Leo M. J. Dielmann, 306 E. Commerce St., San Antonio, preparing plans for \$40,000 parochial school; 2 stories, 10 classrooms and teacherage.

Tex., Seguin—Board of Education selected Bartlett Cook and Marvin Elchenroht, 710 W. Russell Pl., San Antonio, for \$80,000, one-story, reinforced concrete, frame, brick and hollow tile school, 13 rooms and auditorium, wood floors.

Tex., Wortham—Wortham Dist. School Trustees erect high school; vote Aug. 13 on \$100,000 bonds.

Va., Ballston—C. B. Kearfoot and R. V. Arnold, Bristol, reported, prepared plans for 2 schools; cost \$100,000.

Va., East Radford—School Board selected D. R. Beeson, Johnson City, Tenn., to prepare plans for \$75,030 semi-fireproof high school; 2 stories and basement, 164x120 and 65 ft., brick, stone trim, auditorium to seat 1200. 7-14

Va., University—University of Virginia, R. Bennett Bean, Chmn., Bldg. Comm., receives bids Aug. 23 for Medical Building, cost \$900,000; Coldidge, Shepley, Bulfinch & Abbott, Archts., Ames Bldg., Boston, Mass. 7-28

W. Va., Clendenin—Big Sandy Dist. Board of Education, Dr. Roy Ray, Pres., erect \$120,000 to \$140,000 high school.

W. Va., Farmington—Marion County Board of Education, Edward E. Hale, Supt., Fairmont, erect gymnasium and auditorium addition to Farmington High School; also erect school between Farmington and Idamay.

Stores

Ala., Birmingham—J. Eskind & Sons, 118 Public Sq., Nashville, Tenn., purchased Drennen's Department Store, Second Ave. and 20th St., remodel.

Ala., Montgomery—Louis Shinbaum, New Orleans, soon start work on 2-story, concrete and steel, fireproof building, 113-15 Commerce St., to replace structure recently burned; Harry Hirsch, Archt.

D. C., Washington—Elmer H. Catlin, 309 13th St. N. W., erect concrete addition and remodel 3-story building at 1324 New York Ave. N. W.; cost \$40,000.

Ga., Atlanta—R. U. Kitchens erect \$20,000, one-story, brick store, 687-91-703-09 Seminole Ave.

Ga., Atlanta—Massell Realty Co., 43½ Peachtree St., erect \$20,000, 2-story, brick building, 190-92 Walker St.; also \$25,000, 3-story, brick building, 196-200 Walker St.

Ga., Atlanta—Oldknow Realty Co. erect \$15,000, one-story, brick building, 187 Walton St.

Ky., Louisville—Fidelity & Columbia Trust Co., near Fifth and Jefferson Sts., opened bids for erection \$35,000, 2-story 53x100 ft., brick store building, 506-08 E. Broadway, to be occupied by Muldoon Monument Co.; Carl J. Epping, Archt.; both 625 S. Third St. 7-28

La., New Orleans—Jackson Cold Kitchen, 3211 Gardonelet St., erect one-story stucco building, Carondelet and 8th Sts.

Md., Baltimore—Goldenberg Bros., 25 W. Lexington St., remodel second floor, install fixtures.

Okla., Oklahoma City—Dr. J. B. Rolater, Shops Bldg., ready for bids for remodeling store building; cost \$25,000, 50x130 ft., brick, concrete foundation, tar and gravel roof, concrete floors; Harry Reynolds, Archt., Mercantile Bldg.

Okla., Shawnee—M. C. Patrick ready for bids for \$35,000, 2-story and basement, 50x140 ft., fireproof, concrete, steel and brick store and apartment building; Edw. J. Peters, Archt.

Tex., Brownsville—F. W. Kibbe erect 2-story, brick and reinforced concrete store building.

Tex., Brownsville—Joe Butz erect \$20,000, 2-story store and apartment building.

Tex., Brownsville—Charles Champion erect \$15,000, 1-story, 50x75-ft., brick building for the Garcia & Champion Grocery Co.

Tex., Brownsville—Roy Sethmann and Daniel Franklin erect reinforced concrete and brick store and office building.

Tex., Dallas—F. W. Woolworth Co., Woolworth Bldg., New York, reported, remodel building, 1520 Elm St., cost \$25,000.

Tex., Harlingen—Morris Edelstein, Brownsville, plans \$60,000 store.

Tex., Harlingen—Mrs. G. C. Sullivan erect \$25,000, 2-story, brick and frame building; Van Horn & Smith, Archts.

Tex., Harlingen—D. R. Rotge erect \$35,000, 2-story, brick and frame building; first floor, store, automobile showroom, second hotel; Van Horn & Smith, Archts.

Tex., Houston—A. Jong, 1320 Providence St., erect \$20,000 apartment building, 1425 W. Gray St.

Tex., Houston—James E. Smith, Public Nat'l Bank Bldg., erect \$34,000 apartment building, 4618 Bell St.

Tex., Fort Arthur—S. H. Kress Co., 114 Fifth Ave., New York, expend \$25,000 for improvements to store building, 625-35 Proctor St.

Tex., San Antonio—Nicholas Merosis having plans prepared by Herff & Jones for \$20,000, 1-story store building, Broadway.

Tex., Wichita Falls—John W. Hampton, 1800 Pearl St., erect \$18,000 business building, 2414 Tenth St.

Tex., Wichita Falls—Parker & Morgan, erect \$18,000 business building, 500 Indiana St.

Va., Norfolk—Carr, Mears & Dawson, 255 Granby St., enlarge store building.

Theaters

Mo., Columbia—J. Dozier Stone and H. H. Bank, reported, having preliminary plans made by Boller Bros., 110 W. 10th St., Kansas City, for \$250,000, 7-story and basement, 142x160 ft., brick, stone and concrete theater and office building. 6-23

Tex., Brownsville—Dent Theaters Co., Inc., Dallas Country Club, Dallas, erect \$300,000 theater.

Tex., Brownsville—J. M. Nix, 205 E. Travis St., San Antonio, having plans drawn by Henry T. Phelps, Hicks Bldg., San Antonio, for \$250,000 theater, 11th and Levee Sts.; 3 stories, reinforced concrete, brick, hollow tile, cast stone, marble, Spanish type, seating capacity 1000. 7-28

Tex., Fort Worth—P. Boston erect \$10,000 brick theater, 1009 Main St.

Tex., Harlingen—Dent Theaters Co., Inc., Dallas Country Club, Dallas, rejected bids for \$100,000 theater; have plans revised and call for new bids; Birger A. Elwing, Archt. 4-28

Tex., San Antonio—Interstate Amusement Co., Karl Hoblitzelle, Pres., 1921 Elm St., Dallas, having plans drawn by John Eberson, 212 E. Superior St., Chicago, for 2-story Majestic Theater, Houston St., nr. St. Mary's St.; 160x200 ft., brick, concrete, steel and terra cotta; Archt. advises we have no information.

Warehouses

Tenn., Chattanooga—Bell Store System, Raymond Stimson, Pres., plans warehouse.

Tex., Dallas—All Hands & Davis erect \$10,000, one-story brick warehouse, 945 S. Lamar St.

Tex., Wichita Falls—James Biggs, Biggs & Co., erect 1-story, 100x150-ft., concrete warehouse and office building, 14th St. and Lamar Ave., cost \$25,000 to \$30,000; also erect small steel warehouse.

BUILDING CONTRACTS AWARDED

Association and Fraternal

Ala., Birmingham—J. G. Farley Estate, 2513 Arlington Ave., let contract to B. & I. Products Co., Birmingham, and Dahlstrom Metallic Door Co., Jamestown, N. Y., for new fronts and enclosures for 2 elevators, Farley Bldg.; Bem Price, Archt., 1420 Age-Herald Bldg. 7-21

Miss., Hattiesburg—Young Women's Christian Assn. let contract for \$25,000 building to Pittsman Construction Co.; plumbing, Hattiesburg Plumbing Co., Newman St.; heating and cooling systems, Burkett Sheet Metal Works, 111 Newman St.; wiring, Central Electric Co., 404 Main St.; swimming pool; E. C. Hearon & Son, Archt., 201½ W. Pine St. 3-31

Tex., Boerne—Alzafar Temple, S. X. Callahan, Chmn. Bldg. Comm., erect rustic type clubhouse and pavilion; concrete and native stone, 1 story; Henry Gombert, Contr.

Bank and Office

D. C., Washington—Security Savings and Commercial Bank, F. L. Addison, Jr., Vice-Pres., remodel and enlarge banking rooms; cost \$100,000; Hoggson Bros., Archts.-Constr., 485 Fifth Ave., New York.

Mo., St. Louis—Atlas Iron Works has contract for 140 tons fabricated struct. steel in connection with remodeling building for Central State Life Insurance Co.; T. P. Barnett Co., Archt., Arcade Bldg.; Wm. H. & Nelson Cunliff Co., Contr., 110 N. Seventh St.; no other sub-contracts let. 7-28

N. C., Charlotte—Southern Power Co., W.

S. Lee, Vice-Pres.-Ch. Engr., let contract on cost plus basis to J. A. Jones Construction Co., Realty Bldg., for \$300,000 office building adjoining present structure; reinforced concrete and buff face brick, limestone trim, 128x157 ft., 5 stories, bronze doors, marble lobby, concrete floors and foundation, Barrett roof, 3 high-speed passenger elevators, 2 freight elevators in rear; Lockwood, Greene & Co., Archts., 24 Federal St., Boston, Mass., and Charlotte. 7-28

San Antonio — Joske Estate has \$129,825 permit for concrete and brick office building, Commerce and Presa Sts.; 3 stories; E. W. Oeffinger, Contr., Bldrs. Exchange. 7-28

Tex., Amarillo — Otis Elevator Co., 707 W. 16th St., has elevator contract for \$1,000,000 Medical Arts Bldg., for Fisk Investment Co.; plaster, Ralph Stowell, San Jacinto Heights, Amarillo; marble and tile, Bond Marble and Tile Co., Tulsa, Okla.; Guy A. Carlander, Archt., Mass. Bldg., Amarillo; Gilsonite Contracting Co., Contr., Athletic Club Bldg., Dallas, Tex. 6-23

Churches

D. C., Washington — Metropolitan Baptist Church let contract to W. E. Mooney, 2525 Pennsylvania Ave. N. W., for \$150,000 building, Sixth and A Sts. N. E.; 50x100 ft., 5 stories, brick, concrete and steel, slag roof, composition floors, steam heat; Appleton P. Clark, Jr., Archt., 816 14th St. N. W. 7-28

Ga., Augusta — St. Johns M. E. Church, South, rem. existing building; interior decoration, new roofing, floor covering, etc.; Scroggs & Ewing, Archts., Southern Finance Co. Bldg.; E. B. Merry of Merry Bros., Contr., Marion Bldg. 7-28

Md., Carthage — Methodist Episcopal Church, South, let contract at \$15,330 to Chamblee & Blocker for brick building; 2 stories, 84x74 ft.; furnishings, equipment, etc., \$2000; R. C. Springer, Archt.-Engr., Rosenbaum Bldg., Meridian. 5-5

Mo., St. Louis — Following contracts let for \$250,000 Sunday school for St. Johns M. E. Church, foundation complete; Setting stone, Jos. A. Mayor, 5102 Virginia St., Kansas City, Mo.; steel sash, International Casement Co., Jamestown, N. Y.; Indiana limestone, Indiana Limestone Co., Bedford, Ind.; ornamental iron, Rogers-Schmitt Wire and Iron Works, 1815 N. 23d St.; lumber, Julius Seidel Lumber Co.; terrazzo work, Arthur Girolami, 2234 W. Evans St.; millwork, Huttig Sash and Door Co., 1200 S. Vandiver St.; structural steel, Mississippi Valley Structural Steel Co., 3119 Big Bend Road; common brick, Oehler Building Material Co.; plastering, H. Niehaus; painting in present building, Beal & McNamara Painting Co., 5078 Easton St.; plumbing, J. Sheehan Plumbing Co., 1609 Olive St.; face brick, Hydraulic Press Brick Co., Central Natl. Bank Bldg.; heating, Thos. J. Sheehan Co., 2233 Olive St.; tile work, Hornet Mantel and Tile Co., 2206 Lucas St.; glass and glazing, Pittsburgh Plate Glass Co., 1000 Spruce St.; painting, Morle & Williams Painting Co., 5359 Theodosia St.; cement finish work, Rugg Construction Co., Syndicate Bldg.; waterproofing, Contract Waterproofing Co., Railway Exchange Bldg.; lime, Glencoe Lime and Cement Co., Syndicate Trust Bldg.; sheet metal work and lead cap flashing, Mound-Roscoe Corne and Sheet Metal Works, 726 N. Ukuela St.; excavating, Excavating Co., Central Natl. Bank Bldg.; reinforced steel, Laclede Steel Co., Arcade Bldg.; electrical work, Al-Bo Electric Co., 114 S. 12th St.; sand, gravel and cement, Missouri Portland Cement Co., 1010 Pine St.; composition and slate roofing, St. Louis Slate and Tile roofing Co., Bellevue-Manchester St.; Trueblood & Graf, Archts., 1517 Chemical Bldg.; Westlake Construction Co., Contr., Rwy. Exchange Bldg., all St. Louis. 6-9

Mo., St. Louis — Rt. Rev. J. J. Glennon, Archbishop of St. Louis, has \$35,000 permit for addition to 2-story brick Catholic school and church, 4323 S. Kingshighway; 100x108 ft., composition and slate roof; W. P. McMahon and others, Archts., Buder Bldg.; G. Lespie & Daly, Inc., Contrs., 722 Chestnut St. 7-28

N. C., Rocky Mount — First Methodist Church let contract to S. S. Toler & Son for Sunday school as first unit of building. 7-28

Okla., Perry — Baptist Church let contract to A. F. Stewart Construction Co., First Natl. Bank Bldg., Oklahoma City, for \$20,000 building; millwork, Rutlig Millwork Co., Kansas City, Mo.; brick, United Clay Products Corp., 218 N. Harvey St.; cut stone, Harter-Marblecrete Stone Co., 1008 N. Main St.; struct. and rein. steel, Midwest Steel Co., First Natl. Bank Bldg.; Butler Co., Archt., Herskowitz Bldg., all Oklahoma City, Okla. 5-24

Okla., Stillwater — First Baptist Church let contract to Johnson & Stone for \$80,000 brick building; 3 stories, 60x140 ft., wood

floors, concrete foundation, built-up asphalt roof; A. C. Davis & Sons, Archts., 430 N. Broadway, Shawnee. 7-28

Tenn., Hampshire — Methodist Church started work on \$10,000 building; steam heat; auditorium seat 300 to 400; H. C. Patton, Constr. Supervisor. 7-28

Tenn., Nashville — Second Church of Christ, Scientist, let contract to H. Vaughn, Arcade Bldg., for \$20,000 Sunday school unit of \$125,000 building, West End and 24th Ave., South; brick, steel truss and wood roof, 40x80 ft. Carey roof; Marr & Holman, Archts., Stahlman Bldg. 7-28

Tex., Amarillo — Following sub-contracts let for \$400,000 Polk Street M. E. Church, on which brick work is about 70 per cent complete; plastering start about Aug. 1; Struct. steel, Panhandle Refining Co., Staley Bldg., Wichita Falls; rein. steel, Concrete Engineering Co., Omaha, Neb.; Donovan type window fixtures, Universal Building Products Co.; Bedford Carriage stone, Herget Cut Stone Co., Moale Ave.; orna. iron, Weaver Ornamental Iron Co., 1803 Carter St.; plastering, Geo. W. Blue; cast plaster, Dallas Architectural Decorating Co., 2500 Latimer St.; metal partitions, Gilbert Manufacturing Co., Inc., 1209 1/2 W. Main St.; rubber floors, United States Rubber Co., Santa Fe Bldg.; tile and terrazzo, Southern Tile Co., Const. Industrial Bldg., all Dallas, Tex.; terra cotta and Denterco stone, Northwestern Terra Cotta Co., Denver, Col.; millwork, Lecoutour Bros.; roof and sheet metal, Lydick Roofing Co., 401 N. Harrison St., Amarillo; R. H. Hunt Co., Archt., S. W. Life Bldg., Dallas, and James Bldg., Chattanooga, Tenn.; J. Roy Smith, Asso. Archt., Blackburn Bldg., Amarillo; Christy-Dolph Construction Co., Constr. Bldg., Dallas. 3-10

Tex., Corpus Christi — Wilkins Electric Co., 515 Schatzell St., has electrical work contract for \$65,000 Sunday school for First Methodist Church; plumbing, R. J. Hunter, 619 Mesquite St.; plastering, L. B. Peckenpaugh, 2301 Cleveland Ave.; linoleum, Allen Furniture Co., all Corpus Christi; structural and misc. iron, Alamo Iron Works, San Antonio; R. H. Hunt Co., Archt., S. W. Life Bldg., Dallas, Tex., and James Bldg., Chattanooga, Tenn., Hardy & Curran, Supvg. Archts., Riggan Bldg.; H. E. Woodruff, Contr., 210 Furman Bldg., both Corpus Christi. See Want Section—Building Materials and Equipment. 7-28

Tex., Dallas — Trinity Presbyterian Church let contract at \$49,597 to W. H. King, 411 W. 12th St., for Sunday school annex; brick, stone trim, 3 stories, 67x63 ft., reinforced concrete foundation, composition roof; furnishings, equipment, etc., \$10,000; C. D. Hill & Co., Archts., Republic Bldg. 7-28

W. Va., Clarksburg — St. James Parish, Northview, Rev. Jos. R. Sleber, Pastor, 2101 Pride Ave., started work on \$14,000 church, N. 21st St. and Pride Ave.; Gothic type, dark brown corrugated brick. 7-28

W. Va., Wheeling — Macedonia Baptist Church erect \$16,000 building, Chapline St. near Tenth St.; Scott Lumber Co., Contr., Lincoln Ave. 7-28

City and County

Ala., Ensley, Birmingham — Birmingham Park and Recreation Board let contract at \$13,760 to E. R. Maynard for Ensley Park clubhouse. 7-28

Fla., Auburndale — City let contract at \$36,215 to Paul H. Smith, Haines City, for municipal building; Italian type, wrought face brick, art stone trim, steel sash, variegated tile roof, tile floors, wrought iron grills; Roland C. Buckley, Archt., Lakeland. 7-28

Fla., DeFuniak Springs — City let contract for \$25,000 city hall to E. E. Lane, Pensacola; hollow tile and stucco, 2 stories, 65x45 ft., tar and gravel roof, concrete foundation; Warren, Knight & Davis, 1603 Empire Bldg., Birmingham, Ala., and Chandler C. Yonge, American Natl. Bank Bldg., Pensacola, Asso. Archts. 7-21

Fla., St. Petersburg — City Commission let contract to M. B. Welch Co., 714 Central Ave., for \$18,000 roque pavilion and covered roque courts, Mirror Lake Park; latter steel lined. 7-28

Mo., Jefferson City — Parks & Wadley erect duplex, 212 E. McCarty St.; brick, 14 rooms, 2 stories, built-in features; John Case, Contr. 7-28

Mo., St. Louis — Following contracts let for \$1,000,000 Municipal Service Bldg.: Excavation, J. A. Shaefer Construction Co., 520 N. Grand Ave.; cement work, H. A. Bailey Contracting Co., 317 N. 11th St.; surface treatment for cement, Master Builders Co., 1121 Clark Ave.; waterproofing, Western Waterproofing Co., Syndicate Trust Bldg.; brick work, Kiel & Daues B. & C. Co., Ambassador

Bldg.; granite, J. H. Brod Granite Co., Arlington and Terminal R. R.; cut stone, St. Louis Contracting Co., 4417 Clayton Ave.; misc. iron and steel, Spuck Iron and Foundry Co., 14th and Branch Sts.; metal doors, St. Louis Fire Door Co., 1134 S. Sixth St.; steel sash, Sears & Plou Steel Produce, 1003 N. Sixth; sash and misc. orna. iron, Mississippi Structural Steel Co., 3117 Big Bend Road; glazing, Condie-Bray Glass and Paint Co., 2500 N. Broadway; caulking, McKee Green Manufacturing Corp., 776 N. Euclid Ave.; plastering, Harry Nehaus, 317 N. 11th St.; tile work, May Tile Co., 4533 Olive St.; rubber flooring, Floor Wall Co., Arcade Bldg.; millwork, North St. Louis Planing Mill Co., 3614 Carter Ave.; sheet metal, Hopmann Cornice Co., 2573 Benton St.; painting, Busch & Latta Painting Co., 4366 Finney Ave.; plumbing and gasoline storage system, DeBord Co., 4390 Lindell Blvd.; slate stalls, G. H. Brandhorst, 4356 DeSoto St.; chimneys, Wiederholt Construction Co., Bank of Commerce Bldg.; heating, Bradley Heating Co., 3834 Olive St.; wiring, E. O. Dorsch Electric Co., 1405 Olive St.; Study & Farrar, Archts., 1367 Arcade Bldg.; Martin Engineering Co., Engr., Syndicate Trust Bldg.; McCormack-Combs Construction Co., Contr., Columbia Bldg. 7-21

Tex., El Dorado — City let contract at \$125,000 to Wm. Peterson for city hall; 2 stories, 110x90 ft., white stone facing, jail at rear of second floor; Mann & Stern, Archts., A. O. U. W. Bldg., Little Rock. 6-16

Tex., Harlingen — City let contract to John McAlexander for 1-story addition to City Hall; 50x50 ft., reinforced concrete, steel and brick, steel sash; R. W. Mulhausen & Co., Archts. 7-28

Tex., Sweetwater — Union Art Mosaic & Tile Co. has tile and terrazzo contract for Nolan County courthouse; Page Bros., Archts., Austin Nat. Bank Bldg., Austin; Meyer & Johnson, Contrs. 6-30

Va., Dublin — Counties of Roanoke, Montgomery, Pulaski, Smyth, Craig and Giles and City of Radford let contract at \$19,400 to J. D. Hufford, Pulaski, for District Home (almshouse) near Dublin; C. H. Hinnant, Archt., 341 Woodland Ave., Lynchburg; Chas. W. Crush, Sec., Christiansburg. 7-28

Dwellings

Ala., Birmingham — L. H. Berry, 925 S. 14th St., erect \$10,000 brick veneer residence, Redmont Rd.; composition roof; Woolard & Lynch, Archts., 2115 First Ave. 7-28

Ala., Birmingham — Dr. Nat G. Clark, 1822 1/2 Ave. E., erect brick veneer and half timber residence, Bush Hills; 2 stories, composition roof, steam heat; Turner & McPherson, Archts., American Gr. Bldg.; Herron & Tillia, care Dr. Clark; contract on cost plus basis. 7-28

Ala., Birmingham — Maclin F. Smith, 4215 Glenwood Ave., let contract to Smallman-Brice Construction Co., 1109 Avenue E. for brick veneer residence, Rockbridge Lane; 2 stories, about 36x62 ft., hardwood floors, tile bath, slate roof; Miller & Martin, Title Bldg., Archts., J. A. Lewis, Engr., both 910 Title Bldg.; 2-pipe vapor heating and plumbing not let. 7-28

Ala., Birmingham — L. E. Ford, 2117 N. First Ave., has contract for \$12,000 dwelling, Munter Heights, and for \$14,000 dwelling, Mountain Brook Estates; frame, 2 and 1 story, composition roofs, tile baths, steam heat; Warren, Knight & Davis, Archts., Empire Bldg. 7-28

Ala., Montgomery — Dr. J. R. Fenton, Bell Bldg., erect \$12,000 brick veneer residence; 2 stories, composition roof, hardwood floors, tile baths; T. A. Powell, Contr., 629 Carters Hill Rd. 7-28

Ark., Little Rock — Mayor C. E. Moyer erect brick veneer residence; 1 story, composition shingle roof, oak floors, tile bath; D. H. Norwood, Contr., 1419 Cedar St.; plumbing, Joe H. Bilheimer, Jr., 109 E. Fifth St.; wiring, Home Electric Co., 705 Main St. 7-28

Ark., Monticello — V. J. Trotter, care Union Bk. & Tr. Co., erect \$10,000 frame residence, N. Main St.; 2 stories, oak floors, composition shingle roof, tile bath; Burks & Higginson, Contrs., Dermott. 7-28

D. C., Washington — Chas. H. and Vivian MacMurray, 3301 Thirteenth St., N. W.; completed basement of \$11,500 residence, 1311 Juniper St., N. W.; brick and hollow tile, 2 stories, 34x24 ft., oak floors, slate roof; plans and constr. by Conrad M. Chaney, McLachlen Bank Bldg. 7-28

W. Va., Groveland — J. Ray Arnold erecting dwelling, Orange St. and Indiana Ave., for J. S. Arnold; 1 story, 34x73 ft.; 2 porches; F. J. Smith, Contr. 7-28

Fla., Jacksonville — I. Bavary Nalle, 311

W. Forsyth St., completed foundations for \$25,000 residence, after plans by Forsay Page & Steele, Toronto, Canada; brick, 2 stories, 83x30 ft., oak floors, vendor slate roof; A. L. Clayton, Contr., 117 W. Forsyth. 7-28

Fla., Jacksonville—J. L. Shands erect \$12,500 residence, 1095 Edgewood St.; brick veneer, 2 stories; John Fuhrer, Contr., 420 Edgewood Ave.

Fla., Jacksonville—H. I. Reynolds erect \$12,000 brick veneer residence, 152-54 E. Tenth St.; 2 stories; H. Parrish, Contr.

Fla., Jacksonville—Murray Hill Investment Co., Graham Bldg., erect 3 dwellings, 4643-52 Lawnview and 4543 Kingsbury Sts.; J. Hickman, Contr.

Fla., Miami—Dr. B. L. Whitten, First Nat. Bank Bldg., started work on \$25,000 bungalow type residence, San Marco; day labor.

Fla., Miami Beach—John B. Ford, Pres., Michigan Alkali Co., 1622 Ford Bldg., Detroit, Mich., erect \$150,000 residence, 4817-49 Collins Ave.; Italian renaissance type, 2 stories, 7 baths, concrete piling foundation; August Geiger, Archt.; C. O. Byrd, Contr., 1268 S. W. Third St. 7-28

Ga., Atlanta—S. C. Orr, 1918 Peachtree St., has footings in for \$35,000 concrete tile and stucco residence, Haynes Manor; 2 stories, 88x38 ft., oak and tile floors, tile roof; A. T. N. Everett, Archt., Candler Annex; Clyde W. Watson Co., Contr., 1018 Boulevard N. E.

Ga., Savannah—Mrs. Kate Flannery Semmes remodel and enlarge residence, 211 W. Charlton St.; cost \$24,000; R. W. Boyd, Contr., 317 W. 37th St.; painting and interior decoration, T. J. Dooley & Co., 151 Whitaker St.; wiring, Industrial Electric Co., 9 Whitaker St.; lathing, plastering and stuccoing, S. W. Watson; plumbing and heating, V. S. Chapman; W. Cletus Berger, Archt.

Ga., Valdosta—Ousley-Winn Co. started work on dwelling, Cranford Ave., and 1 on Williams St.; total cost about \$16,000.

La., New Orleans—Nicholas J. Long, 2734 St. Louis St., erect \$20,000 raised bungalow, 2932 Canal St.; A. C. Babin's Sons, Contrs., Marine Bank Bldg.

La., New Orleans—Delos Realty Co., Inc., erect \$12,000 double cottage, Alabo and Villere Sts.; Addison G. Darden, Contr., 3103 S. Carrollton Ave.

La., New Orleans—N. J. Log, 2734 St. Louis St., let contract to A. C. Babin's Sons, Marine Bank Bldg., for \$20,000 double frame and stucco residence and concrete block garage, 2932 Canal St.; concrete foundation, cast stone, tile baths, tile and composition roofs; Andry & Fittel, Archts., New Orleans Bank Bldg.

La., New Orleans—P. J. Derbes, 730 Perdido St., heads syndicate to erect dwellings; contracts let for 4 bungalows; cost \$108,000; foundations of 2 completed.

La., New Orleans—W. E. Walls, 4803 St. Charles Ave., erect \$13,000 single raised residence, Bordeaux St.; Mason & Spurl, Archts.; Chris Larsen, Contr., 924 Canal Bank Bldg.

La., New Orleans—P. J. & A. J. Derbes erect \$13,200 raised Spanish type cottage, Canal Blvd. near Conrad St.; Chas S. Young, Contr., 714 Voisin St.

La., New Orleans—Nicholas J. Long, 2932 Canal St., erect \$20,000 double cottage, Canal and Cleveland Sts.; A. C. Babin's Sons, Contr., Marine Bk. Bldg.

La., Shreveport—Elliott Bros., Electric Co., 215 Milam St., has electrical contract for \$15,000 residence for J. T. Ferguson; 3236 Stonewall St., plumbing, West End Plumbing Co.; 1560 Jordan St., J. Stewart Smith, Contr., 1216 Slattery Bldg. 7-28

Md., Baltimore—W. R. Leach, 4124 Forest Park Ave., let contract to P. C. Street Engineering Co., 404 St. Paul St., for \$18,000 residence, Purlington Way near St. Albans Way; stone, 2 stories, 37x61 ft., slate roof, steam heat; J. W. Wolcott, Archt., 18 E. Lexington St. 7-28

Md., Baltimore—National Engineering and Contracting Corp., 1601 Hearst Tower Bldg., erect 6 brick dwellings, S. W. cor. Edmondson Ave. and Evergreen St.; 2 stories, 15x45 ft., steam heat; total cost \$15,000; L. Menifee, Archt.; owner builds. 7-28

Md., Baltimore—Owners' Realty Co., 2 E. Lexington St., erect 13 brick dwellings and garages, W. side Rosedale St. near Mosher St.; 2 stories; total cost \$40,000; owner builds.

Md., Baltimore—J. C. Smith, Citizens Nat. Bank Bldg., erect frame residence, 4613 Purlington Way; 2 stories, 33x38 ft., slate roof, hot water heat, cost about \$10,000; C. H.

Hebrank, Archt., 3 E. Lexington St.; J. Marriott, Contr.

Md., Baltimore—Thomas Construction Co., Brehms Lane and Fort Ave., erect 11 brick dwellings, 3401-17 Ford Ave.; 2 stories, 25x34 ft., shingle roofs, hot water heat; total cost \$24,000; N. Dashiells, Archt., 411 Milton Ave.; owner builds.

Md., Baltimore—F. O. Schuchardt let contract to P. C. Street Engineering Co., 404 St. Paul St., for \$12,000 frame residence and garage, Tunbridge Rd., near Putney Way; frame, 2 stories, 26x34 ft. and 11x18 ft., slate roof, hot water heat; Machen & Dixon, Archts., 312 N. Charles St.

Md., Baltimore—John Welsh, 11 E. Fayette St., erect 12 brick dwellings, 2134-56 Mount Royal Ave. and 5 on East side Park Ave., near Whitelock St.; 15x32 ft.; 16x45 ft. and 22x35 ft., 2 stories, slag roof; total cost \$42,000; Geo. Wessel, Archt., 601 W. 40th St.; also erect 3 dwellings, 5312-16 Kummer St.; total cost \$7500; owner builds.

Md., Baltimore—Cleveland R. Bealmeier, 16 E. Lexington St., purchased tract, Ready and Willow Aves., Govans; erect dwellings; owner builds.

Md., Baltimore—Geo. Benkert, Benkert Park, erect 8 brick dwellings, 3616-30 Benkert Ave.; 2 stories, 14x45 ft., slag roofs; total cost \$15,000; Geo. Wessel, Archt., 601 W. 40th St.; owner builds. 6-28

Miss. Jackson—Thos Hederman, 845 North St., started work on \$25,000 residence; brick veneer, 2 stories, pine and oak floors, composition roof, warm air heat; J. M. Spain, Archt., 405 Millsaps Bldg.; J. W. Garrett, Contr., 802 Belhaven St.; plumbing and heating, Warburton-Beacham Supply Co., 105 W. Capitol St.; wiring, Cameron Electric Co.; roofing, Standard Lumber and Manufacturing Co., N. Mill St.; cast stone, Wright Cement Products Co., Lorenz Ave.; tile work, Carmichael Tile Co., 166 E. Capitol.

Miss. Meridian—Consumers Lumber & Supply Co. has contract for sheathing, siding, hardwood floors, framework, cement and plaster for Meridian Star model dwelling; L. W. Hancock, Contr., 26th Ave.

Miss. Natchez—Reed Bros. erect several dwellings; owners build.

Mo., St. Louis—P. J. Bulla, 5626 Kansas St., erect 3 brick dwellings, 5610-12-14 Kansas St.; 1 story, 25x42 ft., wood and tile roof, hot air heat; total cost \$10,500; owner builds.

Mo., St. Louis—J. A. Sarles erect 2 brick dwellings, 4509 Clayton St.; 2 stories, 19x43 ft., tar and gravel roofs, hot air heat; total cost \$10,000; S. Aich, Archt., 3124 S. Compson St.; owner builds.

Mo., St. Louis—J. H. Waltering erect 3 brick dwellings, 5514-18-22 Goethe St.; 2 stories, 25x29 ft., composition roofs, hot air heat; total cost about \$10,000; A. Koberman, Archt.-Contr., 7242 Gravois St.

Mo., St. Louis—J. D. P. Francis, 4510 Maryland St., erect \$50,000 residence, 5004 Portland Place; 3 stories, 79x39 ft., brick, slate roof; LaBeaume & Klein, Archt., Compton Bldg.; Dickie Construction Co., Contr., Syndicate Tr. Bldg.

Mo., St. Louis—W. P. Volz, 5800 Kansas St., erect 3 brick dwellings, 3947-51-53 Bowen St.; 2 stories, 26x31 ft., asphalt shingle roofs, hot water heat; total cost \$15,000; owner builds.

N. C., Asheville—N. S. Blake erect hollow tile and brick trim residence, Kimberly Ave.; 2 stories, cellar, 75x35 ft., linoleum floors, asbestos shingle roof, rubber floors; S. Grant Alexander, Archt., P. O. Box 1234; Robinson Bros., Contrs., Page Ave.; plumbing and heating, Carter & Ralson, Beaverdam, Asheville.

N. C., Asheville—Walter J. Schaffner, 7 Gordon Terrace, erect brick veneer residence, Kimberly Heights; 2 stories and basement, 52x30 ft., composition roof, leaded glass, Colonial entrance, composition roof, hot water heat, garage in basement; S. Grant Alexander, Archt., P. O. Box 1234; Mr. Hyatt, Contr.

N. C., Asheville—P. K. Wilde, Forest Hill Rd., excavating for \$30,000 hollow tile and stucco residence, Kimberly Heights; tile roof, 2 stories and cellar, 70x35 ft., oak floors and trim, brick foundation, hot water heat, greenhouse, garage; Reese & Shytle, Contrs.; hot-water heating and plumbing, W. H. Kinder; Fanwood Ave., tile work, S. I. Bean, 23 Woodrow Ave.; electrical work, T. Hayes, 72 Woodfin St.; S. Grant Alexander, Chmn. of Com. Bk., Archt., P. O. Box 1234. See Want Section—Building Materials and Equipment. 7-28

N. C., Asheville—Walter J. Schaffner, 7 Gordon Terrace, erecting residence, Blackwood Rd., Kimberly Heights; S. Grant Alexander, Archt., Chamber of Commerce Bldg.

N. C., Greensboro—Dr. S. P. Sebastian, Suggs Bldg., let contract for \$16,000 residence to Geo. W. Kane; brick veneer, 2 stories, oak floors, composition roof; laundry in basement; furnishings, equipment, etc., \$4000; C. C. Hartman, Archt., both Jefferson Bldg.; steam heating by Contr. See Want Section—Building Materials and Equipment. 7-28

N. C., Raleigh—W. R. Jeannette erect \$10,000 brick veneer residence, Cabarrus and Lenoir Sts.; S. R. Lee, Gilmer Bldg., Contr.

N. C., Winston-Salem—Geo. Coan, Jr., W. Fourth St., erect \$50,000 residence, Arbor Road; 28 rooms; Chas. Barton Kean, Archt., 338 S. Smedley St., Philadelphia, Pa.; Fogle Brothers Co., Contr., 202 Beilews Rd.

Tenn., Knoxville—Miss Loma L. Rogers, Money Order Dept., Post Office, erecting \$10,000 brick veneer duplex, 1932 Laurel St.; 2 stories, 34x42.5 ft., asbestos roof; W. A. Rutherford, Archt., Aconda Apts.; P. A. & John George, Contrs., Lawson St.; heating and plumbing, McAniff Co., 304 W. Jackson St.; electrical work, Briscoe Electric Co., 720 Market St. 7-20

Tenn., Memphis—P. M. Birmingham, care Chamber of Commerce, erect brick veneer residence after plans by Claude Northan, 806 Fidelity Bank Bldg.; 2 stories and basement, 55x38 ft., oak floors, tile bath, composition and tile roof, hot water heat; work by sub-contracts.

Tenn., Memphis—A. L. Miller, Lane and Decatur Sts., started work on 3 dwellings, 760-62-64 Montgomery St.; wide siding, 1 story, 28x42 ft., pine floors, composition roof; D. H. Miller, Contr., 1728 Walker Ave.

Tenn., Memphis—Whitfield King, U. & P. Bank Bldg., erect painted brick residence, South Parkway; 1 story and basement, 82x63 ft., oak floors, shingle tile roof, tile bath, steam heat; Geo. Mahan, Jr., Archt., 700 Amer. Bank Bldg.; L. E. Joyner, Contr., 62 S. Third St.

Tenn., Memphis—W. Phelps, 1680 Jackson Ave., erect \$10,000 residence, Henry St.; brick veneer, 6 rooms and basement, composition shingle roof, oak floors, tile bath; owner builds.

Tenn., Memphis—L. E. Finley, 1133 Vinton St., erect \$12,000 brick veneer duplex, 2016 Central Ave.; 2 stories and basement, 36x65 ft., oak floors, tile bath, composition shingle roof, hot water heat; Geo. Mahan, Jr., Archt., 700 Amer. Bank Bldg.; T. E. Beard, Contr., 3330 Harding St.

Tenn., Memphis—J. A. Haley, 1521 Linden Ave., erect \$10,000 residence, 1521 Linden Ave.; brick veneer, 1 story and basement, 49x38 ft., oak floors, tile bath, composition shingle roof, hot water heat; South, Whitten & Haley, Contrs., 307 First Nat. Bank Bldg.

Tenn., Memphis—Robt. C. Crouch, 63 S. Third St., has contract for \$18,000 dwelling, Kimbrough subdivision; brick veneer, stone trim, 2 stories and basement, 50x43 ft., oak floors, tile roof and bath, hot water heat; J. Frazier Smith & H. M. Burnham, Archts., Goodwin Inst. Bldg.

Tenn., Memphis—W. Phelps, 1680 Jackson Ave., erect 2 brick veneer dwellings, 870-78 N. Willett St.; 1 story and basement, 31x56 ft., oak floors, composition shingle roof, hot water heat; day labor.

Tenn., Brownsville—Geo. M. Smith started work on \$12,000 residence; tile and stucco.

Tenn., Edinburg—A. A. James erect \$10,000 brick veneer residence; 7 rooms; A. J. Ross Construction Co., Contr.

Tenn., Houston—Stevens Sash & Door Co., 810 Ennis St., has millwork contract for residence for Casper M. DeGeorge, 314 McKinney St.; L. W. Lindsay, Contr., Second Nat. Bank Bldg.

Tenn., Houston—Geo. Ackels let contract to L. J. Berry, 1836 Marshall St., for 2 brick veneer duplexes, 4411-13 Mandell Ave.; 2 stories, 12 rooms, 2 baths, built-in features.

Tenn., Houston—E. C. Downman, 1214 Silver St., completed foundation for \$16,000 residence, Stratfordshire Blvd.; brick veneer, 2 stories, 61x35 ft., oak and tile floors, shingle roof; address proposals on furnishings, equipment, \$2500, to owner; H. C. Vogt, Archt.-Contr., 2509 Oakdale St.; plumbing, Fred N. Logan, 1418 Kipling St.; gas burning, hot air furnace heating and electrical work not let. See Want Section—Building Materials and Equipment. 7-21

Tenn., Houston—Judge F. C. Proctor, Humble Bldg., let contract to Thos. T. Hopper Co., Post-Dispatch Bldg., for hollow tile and brick veneer residence, River Oaks; stone trim, 2 stories, rein. concrete foundation, oak and tile floors, shingle roof; Barsdall P. Briscoe and John F. Staub, Asso. Archts., both Second Nat. Bank Bldg.; heating and plumbing, Barber Plumbing Co., 1419 Paige

St.; electrical work, Alan T. Cooke & Co., Esperson Bldg. See Want Section—Building Materials and Equipment. 7-21

Tex., Raymondville—Polonio Garza erect Spanish type residence; 2 stories, 10 rooms; Carlos Ledesmo, Contr., Weslaco.

Tex., San Angelo—A. L. Pate, Dallas, and McCrary Realty Co. erect stone dwelling, Westland Park; 8 rooms, 2 baths.

Tex., San Antonio—Jud & Ormond, 703 Flores St., have heating and plumbing contracts for \$125,000 residence for Dr. D. T. Atkinson, Med. Arts Bldg.; electrical work, Martin Wright; 104 Ellsmere St.; masonry, 2 stories, concrete and tile floors, tile foundation; Atlee B. & Robt. M. Ayres, Archts., Bedell Bldg.; W. G. Simpson & Co., Engrs., Natl. Bank of Com. Bldg.; G. W. Mitchell, Contr., 311 Bldrs. Exchange. 7-14

Tex., San Benito—Roy Clark let contract for \$10,000 residence to W. F. Chambers; hollow tile and stucco, 2 stories; plumbing, Hays & Sons; wiring, Turner Electric Co.; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio. 7-7

Tex., San Benito—Bruce Gentry erect tile and stucco residence; 2 stories, cost about \$10,000; Scholes & Scholes, Contrs.

Tex., San Benito—Dr. F. L. Hinkley erect \$15,000 residence; Aztec type, tile and stucco; Birger A. Elwing, Archt., Harlingen, completing plans.

Tex., Wichita Falls—J. E. Zihlman, 1816 Lucile St., erect residence and garage, Pembroke Ave., Morningside Addition; English type, brick, 1 story, cost \$10,000; Corder & Putty, Contrs.

Va., Hillsboro—John G. Read erect 2 Spanish type dwellings, Craig St.; total cost \$12,000; owner builds.

Va., Norfolk—W. E. Turner, 1301 W. 38th St., has hot water heating and plumbing contract for \$18,000 duplex, 7322 Hampton Blvd., for C. O. Nugent, Law Bldg.; electrical work, T. T. Osborne, 414 Monticello Ave.; concrete, J. O. Addenbrook's Sons & Co., 121 E. 24th St.; brick work, G. T. Laylor, 614 W. 36th St.; sash and doors, Small Hardware Co., 4305 Hampton Blvd.; plans and construction by owner. 7-28

Va., Richmond—J. N. Royce, 305 W. Brookland Blvd., has plumbing and hot water, oil burner, heating contract for \$16,000 residence for Mrs. Helen M. Langdon; electrical work, W. H. Jenks, 619 E. Main St.; struct. steel, Richmond Structural Steel Co., 17th and Dock Sts.; painting, A. Niedermayer, 805 N. Robinson St.; millwork, Miller Manufacturing Co., Sixth and Stockton Sts.; tile, H. F. Bernhard & Bro., 111 E. Main St.; struct. frame shingle, 2 stories, 25.6x55 ft., oak floors, thatched shingle roof; Realty & Finance Corp. of Virginia, Archt.-Contr., 1001-02 State Planters Bank Bldg. 7-28

W. Va., Charleston—Ralph N. Parks, Supt., United Gas Co., erect English type stucco residence; 9 rooms, 3 baths; R. O. Newcomb, Inc., Contr., Kanawha Banking and Trust Bldg.

Government and State

Mo., Jefferson City—State Penal Board, Dr. Cortez F. Enloe, Director, laying foundation for \$250,000 cell house for incorrigibles; rein. concrete and steel; majority of work by convict labor; steel cell and jail work, including interlocking devices on cell doors, Pauly Jail Building Co., 2715 De Kalb St., struct. and rein. steel, Banner Iron Works, 4560 Shaw St., both St. Louis; plumbing, heating and ventilating, Reed Co.; lumber for concrete forms, etc., Long-Bell Lumber Co., R. A. Long Bldg., both Kansas City; electrical work for light and power by Penitentiary chief electrician; Kennerly & Stiegemeier, Archts., Title Guarantee Bldg., St. Louis. 6-9

N. C., Charlotte—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., let contract to Hugh L. Turner, Washington, D. C., for extension of mailing vestibule and driveway at post office; cost about \$10,000. 6-30

S. C., Lancaster—Following contracts let by Treasury Dept., Washington, for \$75,000 post office: Plumbing fixtures, John Douglas Co., 71st and C. H. and D. Carth, Cincinnati, Ohio; indirect water heater, Excelsior Specialty Works; pressure reducing valve, on water supply, H. Mueller Manufacturing Co.; boiler, Kewanee Boiler Co., Kewanee, Ill.; column and wall radiators, American Radiator Co., 40 W. 40th St.; non-conducting covering for heating and plumbing, Johns-Manville Co., Madison Ave. and 41st St., both New York; angle radiator valves, Crane Co., air valves for radiators, Hoffman

Specialty Co., Waterbury, Conn.; lighting distributing panel, Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.; rubber-covered wire, National Metal Molding Co., Fulton Bldg., Pittsburgh, Pa.; flush switches, Hart & Hegeman Mfg. Co., Hartford, Conn.; sockets, Bryant Electric Co., Bridgeport, Conn.; Weber Electric Co., Schnectady, N. Y., and Circle F. Manufacturing Co., Trenton, N. J.; glassware and reflectors, Gill Glass Co., Amber and Venango St., Philadelphia, Pa.; Ivan Division of Miller Co., 5716 Euclid Ave., Cleveland, Ohio, and W. R. Ostrander & Co., 371 Broadway; lighting fixtures, Simes Co., 22 W. 15th St., both New York; Chas. Weltz Sons, Contrs., Des Moines, Iowa. 7-28

Tex., Port Arthur—Memorial Armory—Auditorium Comsn., R. L. Drake, Cham. Bldg., Conn., let contract for \$45,150 to H. W. McCord, 414 Adams Bldg., for brick and steel building; 1 story, 80x208 ft., concrete floors and foundation, composition roof; Peter Williams, Engr.; electrical work and plumbing not let. See Want Section—Building Materials and Equipment. 7-28

Hospitals, Sanitariums, Etc.

D. C., Washington—Navy Dept., Bureau of Yards and Docks, has bid at \$17,964 for power plant equipment at Naval Hospital.

D. C., Washington—Constructing Quartermaster, U. S. Army, Munitions Bldg., let contract at \$1,077,605 to Fleisher Engineering and Construction Co., 410 N. Michigan Blvd., Chicago, Ill., for east and west wing additions to main building, connecting corridors and alterations to east and west pavilions, including utilities at Walter Reed General Hospital, Army Medical Center; fireproof, rein. concrete frame, brick walls, limestone trim, slate roofs; administration building is 3 stories and basement, with 1-story and basement pavilion on east and west; new construction increases east and west pavilions to 2 stories, adding U-shaped wing; east wing 4 stories to accommodate about 188 patients in private rooms and small wards; west wing 3 stories and basement to accommodate 194 patients in wards; remodeled pavilion to contain offices, day rooms, solariums, etc.; work start in 10 days; plans for other work being prepared. 5-5

Ga., Augusta—W. G. Storey, 846 Chaffee Ave., has contract at \$4785 for painting plaster of 5 buildings, U. S. Veterans Hospital No. 62.

La., Carville—Fort Dodge Boiler Works, 311 Second Ave., South, Fort Dodge, Iowa, has contract to install boiler in U. S. Marine Hospital; boiler contract, J. S. Schofield's Sons Co., Macon, Ga.; Treasury Dept., Washington has bid at \$5800 from Wm. MacDonald Construction Co., Syndicate Trust Bldg., St. Louis, Mo., for remodeling work.

N. C., Oteen—Pittsburgh-Des Moines Steel Co., Pittsburgh, Pa., has contract at \$7580 for steel water storage tank at U. S. Veterans Hospital No. 60.

Okla., Shawnee—Drs. Anderson, Carson and Hughes let contract for \$25,000 addition to hospital to G. P. Carr, Shawnee; brick, United Clay Products Corp., 218 N. Harvey St., Oklahoma City; brick and rein. concrete, 2 stories, 36x75 ft.; Edw. J. Peters, Archt., Shawnee. 7-14

S. C., State Park—State Board of Health let contract at \$17,000 to J. T. Dabbs, 301 Saluda Ave., Columbia, for women's infirmary and asst. Supt.'s residence, State Tuberculosis Sanatorium; former \$12,000, latter \$6000; frame and brick veneer, 1 story, 40x85 ft. and 30x60 ft., rift pine floors, concrete foundation, cypress and composition shingle roofs; Arcola heat; Arthur W. Hamby, Architect, 1430 Main St., Columbia. See Want Section—Building Materials and Equipment. 7-28

W. Va., Wheeling—Ohio County Board of Commrs. let contract to J. Lee Wood & Sons, 2100 Market St., to remodel and renovate building at county home for tuberculosis patients.

Hotels and Apartments

Fla., Miami Beach—Marimba Holding Co., erect \$125,000, 24-unit apartment house, 1334 Washington Ave.; Spanish design, stone trim; Fred Mannan, supt. of construction.

Ga., Quitman—Quitman Municipal Hotel Corp. let contract to Haverstick Construction Co. for \$100,000, 3-story, 52-room hotel, Screven St. to replace burned structure; plans by Architect Murphy, Lakeland. 6-16

Ky., Murray—National Hotel System, 317 N. 11th St., St. Louis, let contract to Wilkins & Phillippi Construction Co., 309 N. 7th St.,

St. Louis, to erect \$100,000, 3-story and basement, brick hotel; composition roof, concrete foundation; Klingsmith & Wilkins, Archts., 317 N. 11th St., St. Louis; Jamieson & Edgings, Asso. Archt., 628 Broadway, Paducah; contractors taking sub-bids in all lines. See Want Section—Building Material and Equipment. 7-14

Mo., St. Louis—C. W. Perummie, 3650 S. Gran St., has plans by and let contract to Harrison-Kopman, 592 Arcade Bldg., for \$50,000, 3-story 55x140 ft., brick tenement, 3649-53 S. Grand Blvd.; composition roof, boiler heat.

Mo., St. Louis—P. J. Segrave, 4546 W. Market St., has plans by and let contract to Reikne Constr. Co., 457 N. Kingshighway, for \$10,000, 2-story, 32x54 ft., brick tenement, 3644-46 Dunica St.; asphalt shingle roof, hot air heat.

Mo., St. Louis—Landner Corp., 4581 Gravois St., erect \$20,000, 2-story, 110x30 ft., brick store and tenement 4581 Gravois St.; Widmer Engineering Co., Archts., 612 Laclede Gas Bldg.

Mo., St. Louis—C. Menniges let contract to J. Brussell, both 5918 Morganford St., for two 2-story brick tenements, 4332-36 Oregon St.; 19x53 and 34x53 ft., composition roofs, hot air heat; cost \$15,500.

Mo., St. Louis—J. M. Ferguson, Ferguson, Mo., has plans by and let contract to A. S. Gimlin, 4921 Washington St., for \$10,000, 2-story, 34x47 ft., brick, tar and gravel roof, steam heat tenement, 3809 Wilmington St.

Mo., St. Louis—F. Wehrle, 3661 Utah St., erect two 2-story, 34x47-ft. tenements, 5035-37 Tholoan St.; cost \$25,000, composition and tile roofs, hot water heat; Owner, Archt.-Bldr.

Mo., St. Louis—Sidney Realty Co. let contract to H. Crone, Detroit, Mich., for \$150,000, 360x520-ft., brick building, 525 N. Grand Blvd.; Spencer, White, Pentis Co., Archts., 520 N. Grand Blvd.

Okla., Oklahoma City—L. E. Roberts, Roberts Bldg., and L. C. Wells, Wells Hotel, both Tulsa, erect \$450,000 hotel; L. I. Shumway, Archt., Alexander Bldg., Tulsa, advises that frame and enclosing contract let to Brandes & Garbett Const. Co., Bliss Bldg., Tulsa; terra cotta, Western Terra Cotta Co., First and Franklin Sts., Kansas City, Mo.; plumbing and heating, Grinnell Co., Washington St., Providence, R. I.; windows, Voigtmann & Co., Inc., 4158 Schubert Ave., Chicago; concrete frame, brick, composition roof, marble, tile and gypsum, elevators.

Okla., Shawnee—E. P. Knott let contract to Patterson & Vaughan for \$23,500, 2-story, and basement, 80x110 ft. apartment building; Edw. J. Peters, Archt.

Tenn., Memphis—Tennessee Realty Co. started work on \$30,000, 2-story, brick veneer apartment building, 360 N. Claybrook St.; hardwood floors, concrete foundation, composition roof; owner builds; all material purchased; Memphis Heating Co., 1184 Lamar St., heating; H. E. Wolfe, 1854 Evelyn St., electric work; Pritchard Bros., 433 Madison St., plumbing; painting, J. F. Gold; W. C. Lester, Archt., Derman Bldg. 7-21

Tenn., Memphis—Elma D. Derberry let contract to Davis & Phillips for two 2-story, brick veneer, 12-apartment buildings, 687-89 Pontotoc St., cost \$16,000.

Tenn., Memphis—Davis & Phillips have permit to erect two 2-story brick veneer 12-apartment buildings, 687-89 Pontotoc St.; cost \$8000 each.

Tex., Houston—Mrs. F. A. McMeans let contract to Russell Brown Co. for \$26,000, 2-story brick veneer apartment building, 615 Chelsea Blvd.

Tex., Houston—C. Semler, 801 Heights Blvd., started work on \$16,000, 2-story brick veneer store and residence, 803 Heights Blvd.

Tex., Mineral Springs—Inge & Burger, Inc., Republic Bank Bldg., Contrs., Dallas, resumed work on \$1,000,000 Baker Resort Hotel, Hubbard St. and N. W. First Ave. after plans have been changed from 8-story to 12-story structure and roof garden, to be operated by Baker Hotel Co., T. B. Baker, Pres., Gunter Hotel, San Antonio; Wyatt C. Hedrick, Archt., First Natl. Bank Bldg., Fort Worth. 3-17

Tex., Temple—McQueen Construction Co., Dallas, have contract to erect \$210,000, 5-story, 120-room hotel; Kohn & Morgan, Archts., San Angelo, and Thomas Bldg., Dallas.

Va., Richmond—Rosewood Construction Co., American Nat'l. Bank Bldg., has permit to erect 5-story \$110,000, fireproof apartment building, 3410 Monument St.

Va., Yorktown—A. A. Lane Construction Co., Contrs., 1869 E. 55th St., New York, reported, resumed work on \$2,000,000 York-

town Hotel Manor, about one-fourth completed; J. H. MacDowell, Archt., Bulkley Bldg. 10-9-25

Miscellaneous

Mo., Springfield—A. M. Mayfield, 1033 E. Commercial St., has contract to erect \$15,000, 2-story and basement brick, concrete and stone community building and headquarters for Springfield Commercial Club; Wilmer Thompson, Archt. 6-16

N. C., Raleigh—Woman's Club, Hillsboro St., let contract to H. E. Satterfield, 201 Groveland Ave., for \$30,000 building. 7-28

N. C., Winston-Salem—Frank L. Blum, Gen. Contr., 110 E. Second St., awarded contract to West End Plumbing and Heating Co., Burk St., for plumbing, and Dhue Heating Co., 609½ N. Liberty St., heating for girls' dormitory under construction at Methodist Children's Home; plans for administration building ready in 30 days. 2-10

Okl., Tulsa—Tulsa State Fair Assn. let contract at \$17,870 to Industrial Constr. Co., Central Nat'l Bank Bldg., for building; M. C. Cross, Archt., 114½ E. Second St. 7-28

S. C., Charleston—William Enston Home, care Arthur Lynah, 110 Ashley Ave., let contract to Cheves-Oliver Contr. Co., 54 Broad St., for 5 cottages; cost \$10,000. 7-28

Railway Stations, Sheds, Etc.

N. C., Baltimore—Southern Railway System, G. L. Sifton, Ch. Engr., Lines East, Charlotte, let contract to John P. Pettyjohn & Co., 212 Eighth St., Lynchburg, Va., for \$225,000 freight depot and office building; 2-story, 50x50 ft. office; 50x323 ft. freight room, concrete and brick, built-up roof, steel rolling doors, concrete floors, office steam heated; platforms, 20x680 feet and a covered end-platform, 20x24 ft.; paved teamways, etc. 6-2

Schools

Ala., Fairfield—Jefferson County Board of Education, E. B. Erwin, Supt., Birmingham, let contract to Blalock Constr. Co. for Negro Junior High School, Inter-Urban Heights; special rooms for home economics and manual training; Denham, Van Keuren & Denham, Archts., both Birmingham. 7-28

Fla., West Palm Beach—Following firms have been awarded sub-contracts for junior high and grade school building for which Harry Vought & Co., Inc. of Fla., 12 Via Mizner, Palm Beach, have general contract at \$102,648; Scotty's Plumbing Shop, Lake Work, heating and plumbing; C. H. Carman, 221 Greyman Dr., electric work; D. M. Overby, Nottingham Blvd., painting; Palm Beach Builders' Supply Co., 4000 S. Georgia Ave., millwork and glazing; 2 stories, 194x97 and 54x88 ft., hollow tile and brick tile roof, composition and wood floors; concrete foundation started; King & Campbell, Harvey Bldg., Archts. See Want Section—Building Material and Equipment. 7-28

Ga., LaGrange—School Board let contract to Black Plumbing Co. for installation hot air heating system in Harwell Ave. School. 7-28

Ga., Vidalia—Marvin School Dist. let contract to Razan & Co. for \$15,000 hollow tile and stucco school. 7-28

Ky., Bowling Green—Board of Education, reported, let contract to P. B. McChesney, 504 Main St., for \$90,000, 2-story and basement, 150x100-ft. brick high school; Fowler & Karges, Archts., 702 Furniture Bldg., Evansville, Ind. 7-28

Ky., Lexington—University of Kentucky, Frank L. McVey, Pres., let contract at \$199,000 to R. D. Hardyman, Mayaville, for \$254,000, 200x80x40-ft., 4-story, brick, steel and concrete recitation building; concrete and linoleum floors, concrete foundation; J. J. Fitzgerald, Main and Spring Sts., heating and plumbing; Brock Electrical Co., 253 E. Main, electric work; R. B. Hays, linoleum flooring; Warner & McCarnack, Archts., 1501 Euclid Ave., Cleveland, O. 7-14

La., Baton Rouge—Louisiana State School for Blind, A. J. Caldwell, Supt., started brick work on 2-story, brick and frame music building for which A. C. Stewart, 810 East Boulevard, has general contract at \$24,852; wood floors, concrete foundation, Barrett roof; Brasher & Rambach, Laurel St., plumbing and heating; W. C. Joubert, Main St., electric work; Favrot & Livaudais, Ltd., Archts., Hibernia Bldg., New Orleans. 7-28

La., Baton Rouge—A. C. Stewart, 810 East Boulevard, Contr. for \$45,000 school in Hollywood, let following sub-contracts: Electric work, Evans Bros., Third St.; reinforcing steel, Truscon Steel Co., Carondelet Bldg.; structural steel, Ole K. Olesen, 822 Perdido

St., both New Orleans; millwork, Enochs Lumber & Mfg. Co., S. State St., Jackson, Miss.; excavation begun; Lewis A. Grosz, Archt., Raymond Bldg. See Want Section—Building Material and Equipment. 7-28

La., Natchitoches—Louisiana State Normal College let contract at \$244,750 to Knapp & East, Lake Charles, for 3-story, reinforced concrete, steel, brick and stone trim education building and 2-story, brick president's residence; Favrot & Livaudais, Ltd., Archts., Hibernia Bank Bldg., New Orleans. 7-7

Md., Baltimore—Board of Awards, Mayor Wm. F. Broening, Pres., let contract to Maryland Metal Building Co., McComas and Rae Sts., to build 6 temporary one-room schools, cost \$2942 each. 7-21

Md., Rockville—Montgomery County Board of Education, Prof. Edwin W. Broome, Supt., let contract to Frank H. Kern for repairs and addition to Rockville High School; cost \$20,000; Howard W. Cutler, Archt., 1311 G St. N. W., Washington, D. C. 6-2

Miss., Ebenezer—Ebenezer Consolidated School Dist. let contract to Creel & Thompson, Jackson, for \$10,000, 70x78-ft., frame school building; fireproof roof. 7-21

Miss., Gulfport—Gulf Coast Military Academy has broken ground for 2-story, brick faculty building; Chevalley & Fursden, Contrs. 7-21

Miss., Laurel—School Board let contract at \$34,996 to McArthur & McLeome, M. & W. Bldg., Meridian, for 2-story brick school; Hattiesburg Plumbing Co., Newman St., Hattiesburg, plumbing and heating, \$4160; electrical wiring rejected; P. J. Krouse, Archt., M. & W. Bldg., Meridian. 7-21

Mo., St. Louis—Washington University, Herbert S. Hadley, Chancellor, let contract to Dickie Constr. Co., Compton Bldg., for \$200,000, 4-story, 121x123-ft. brick dental clinic building, 4559 Scott St.; concrete roof, steam heat; LaBeaume & Klein, Archts., Syndicate Trust Bldg. 7-21

N. C., Greensboro—Guilford County Board of Education let contract to W. B. Hunt for 2-room addition to Rankin School; Harding Heating Co., Jefferson Bldg., heating; Harry Simmonds, Archt., Jefferson Bldg. 7-21

N. C., Kinston—Caswell Training School, Dr. W. H. Dixon, Supt., let contract at \$65,000 to J. E. Beaman Constr. Co., Lawyers Bldg., Raleigh, for one-story, 120x134-ft., brick, concrete and steel dormitories; concrete and insulate floors, concrete foundation; furnishings and equipment, \$5000; Burlington Hardware Co., Burlington, heating (overhead radiators with circulating fan system) and plumbing; J. W. W. Thompson, 106 N. Nash St., electric work; Benton & Benton, Archts., Fidelity Bldg., both Wilson; contracts for cottages not awarded. 7-21

N. C., Mt. Gilead—Montgomery County Board of Education, Troy, started excavation for 2-story, brick and frame school for which Burrow & Lamb, Asheboro, have contract at \$47,140; oak floors, concrete foundation, Johns-Manville roof; plumbing and steam heat, Albemarle Plumbing Co., Albemarle; Leslie L. Boney, Archt., Murchison Bldg., Wilmington. 6-30

Okl., Boise City—Caraway & Erhard, Amarillo, Tex., let following sub-contracts for \$40,000 school: Brick, Amarillo Brick and Supply Co., 115 W. Senaveth St., Amarillo, Tex.; stone, Algonite Stone Mfg. Co., 4604 Chippewa St., St. Louis, Mo.; steel, Hutchinson Foundry, Hutchinson, Kans.; wiring, Hugh Duffey, Boise City; C. F. Ward & Co., Archts., 45 Smith Bldg., Amarillo, Tex. 7-7

Okl., Okmulgee—Donnelly Constr. Co., Henryetta, Contrs., for 2 schools and improvements, cost \$70,000, let following sub-contracts: Millwork, Hanna Lumber Co., 401 Peoria St.; brick, Kusa Brick and Tile Co.; stone, Consolidated Cut Stone Co., 1323 E. Fifth St., all Tulsa; steel, United Iron Works, 700 W. Fourth St.; heating and plumbing, Chas. Ramstead, 210 S. Porter St.; Richard Richater, Archt. 5-13

Okl., Schuler—Board of Education, Mrs. M. L. Bland, Clk., let contract at \$10,000 to H. G. Reed, Wetumka, for 65x88 ft., brick, stone trim auditorium and gymnasium; M. T. Hardin, Archt., Equity Bldg., Muskogee. 6-30

Okl., Stillwater—Oklahoma Agricultural & Mechanical College let contract to Krelpe Construction Co., Oklahoma City, for grandstand of 6000 cement-covered stadium seats at college stadium, Lewis field, cost \$35,000. 6-30

Okl., Wewoka—Board of Education let contract at \$64,900 to Simpson & Sartin, Muskogee, for school building; A. C. Davis & Son, Archts., Shawnee. 6-30

S. C., Camden—Home Missionary Society, Methodist Episcopal Church, 12606 Arlington Ave., Cleveland, Ohio, let contract at

\$115,675 to Southeastern Constr. Co., 210 W. Second St., Charlotte, N. C., for 4-story, 179x161 ft., brick administration and dormitory building; concrete and wood floors, concrete foundation, asbestos shingle roof; Chas. C. Wilson, Archt., 1308-12 Palmetto Bldg., Columbia. 6-30

Tenn., Alcoa—City, V. J. Hultquist, Mgr., completed concrete foundation, erecting steel for \$22,000 gymnasium and auditorium on campus of Alcoa High School; work being done on force account; one-story, 80x100 ft., concrete, brick and steel, hardwood floors, built-up roof; D. E. Caulton, Archt.; G. M. Bassel, Engr. 7-28

Tenn., Nashville—Henry G. Trent Furniture Co. secured furniture contract at approximately \$9000 for Y. M. C. A. College. 9-16-26

Tex., Abilene—Simmons University let contract to C. S. Oates for \$20,000, fireproof, brick chapel; concrete floors, seat 1600; let contract soon for \$15,000 cafeteria. 6-30

Tex., Albany—Albany Independent School Dist. let contract to L. Keonney, Cisco, at \$37,400, including electric wiring and plumbing, for fireproof school; heating, Forester Plumbing Co., Abilene, \$2100. 6-30

Tex., Austin—State Board of Control awarded contract to Brydson Bros. for repairs to State Negro Deaf, Dumb and Blind School; cost \$29,955; J. O. Andrewartha & Co., 105 E. Ninth St., lighting and heating; John L. Martin, 410 Congress St., plumbing; W. E. Ketchum, Archt. 6-30

Tex., Big Spring—School Board, F. O. Ellington, Pres., let contract to J. M. Morgan Constr. Co. for school in South Big Spring; plumbing, heating and wiring, A. P. Kash Plumbing, Heating & Electric Shop; Peters & Haynes, Archts., Lubbock. 6-9

Tex., Davton—School Board let contract to Charles Dahl, 6819 Ave. C, Houston, for \$110,000, 1-story high school; Warren-Shivers Co., Inc., 305 Hagerman St., plumbing; L. E. Busby, electric work; Joseph Finger, Archt., Keystone Bldg., all Houston. 6-30

Tex., Houston—Gulf Coast Tile & Marble Co., 912 Hutchins St., have contract for tile work in Luther Burbank School; James M. L. West, Contr., Post-Dispatch Bldg.; also contract for tile and terrazzo work in Victory Wilson store, 510 Main St. 7-21

Tex., Pearsall—Pearsall Independent School Dist., care Roy Woodward, let contract to H. B. Allen, cost plus basis, for remodeling 2-story brick school; Ralph H. Cameron, Archt., City Natl. Bank Bldg. 7-21

Tex., Quanah—School Board let contract to Charles Blakowski, 516 Denver St., Wichita Falls, for 12-classroom, auditorium and gymnasium addition to Quanah High School; 2 stories, brick; Voeleker & Dixon, Archts., Kahn Bldg., Wichita Falls. 7-21

Va., Barber—Arch. Kidd, Contr., awarded following sub-contracts for 8-room school: Brick and tile work, R. H. Kidd, Alderson, W. Va.; plumbing and heating, G. I. Fritely; electric work, L. H. Dollins, both Covington. 7-21

Va., Strasburg—School Board let contract to Harrisonburg Bldg. & Supply Co., Harrisonburg, for high school; cost \$21,000. 7-21

Stores

D. C., Washington—James L. Karriek, 1420 U St. N. W., let contract to Jos. W. Gant, 14th and S St. N. W., for addition and remodel present building, 14th and S Sts. N. W.; cost \$12,500, brick and concrete; Jas. L. Karriek, Jr., Archt.; Robt. Davis, Engr. 7-28

Ga., Augusta—L. F. M. Store, 830 Broad St., let contract to Sibert & Robinson, 126 Eighth St., to remodel store, 800 block Broad St.; cost \$12,000. 7-28

Ga., Augusta—L. F. M. Stores let contract to Sibert & Robinson, 126 8th St., for new front and interior remodeling; cost \$12,000. 7-28

Ga., Savannah—Phillip Levy & Co., J. T. Smith, Mgr., 230-38 W. Broughton St., will soon start work on extensive improvements; Olaf Otto, Arcade Bldg., awarded contract to take down wall between store and annex; Geo. Ransome, 104 Brady, rebuild store front and place ceiling on first floor of main store; painting, T. J. Dooley Co., 151 Whitaker St.; Levy, Clark & Bergen, Archts., Blum Bldg. 6-23

La., Bogalusa—Mrs. O. W. Alford let contract to Leblanc & Roullier to erect 2-story, 25x100 ft. brick store and office building, Austin and Alabama Sts. 6-23

La., Olla—E. B. Randall let contract to Owen Bros., Jena, for 5 brick business buildings, Front St.; cost \$20,000. 6-23

Mo., Cape Girardeau—Phil C. Haman, 611 Broadway, pouring concrete foundation for

2-story, 27½x66 ft. brick store, 609 Broadway; cost \$13,000, built-up roof, asphalt roof, pine and oak floors; all material purchased; Adam Halter, Contr., 421 S. Ellis St.; Polack Bros., 436 Broadway, plumbing and heating; Electric Supply Co., 630 Broadway, electric work; R. K. Knox, Archt., H. H. Bldg.

Mo., St. Louis—Clayton Rose Co., 1409 Pine St., let contract to W. H. & N. Cunliff Co., 410 N. Euclid St., for \$12,500, 2-story, 75x110-ft. brick store, 2721-25 La Salle St.; composition roof, boiler heat; J. E. Farling, Archt., Grand St. Louis Bldg.

N. C., High Point—Milton Wilver let contract to J. O. Connor & Son, Washington St., for \$10,000, 2-story, 35x106 ft., brick store building, S. Wrenn St.; concrete foundation, concrete and wood floors, built-up roof, steam heat; Fred B. Klein, Archt. See Want Section—Building Material and Equipment. 7-23

N. C., North Wilkesboro—Finley Realty Co. T. B. Finley, Pres., started work on \$20,000, 50x100-ft., 2-story and basement brick store; Foster & Allen, Contrs.

N. C., Raleigh—F. P. Brown, Morgan St., let contract to W. B. Barrow & Son, Wachovia Bank Bldg., for \$25,000 brick building.

Okla., Enid—Motor Supply Co., care C. S. McClellan, erect \$25,000, one-story and basement, 47½x150 ft., brick and concrete business building; felt and asphalt built-up roof; day labor under supervision local contractor; Roy Shaw, Archt.

Tenn., Memphis—W. A. Hein, 2254 N. Parkway, let contract to Gauger-Korsmo Constr. Co., Fidelity Bank Bldg., to convert 3-story building, 12 Madison Ave., into 2-story store and office building; remodel interior, ornamental front; cost \$18,000.

Tex., Brownsville—Aziz Brothers completed foundation for \$50,000 building.

Tex., Corpus Christi—W. A. Wise let contract to Mitchell Bros., 501 Staples St., for hollow tile, brick and concrete building, King St.

Tex., Fort Worth—Williamson & Dickie, Box 836, have plans by and let contract to C. M. Davis, Joseph Bldg., for \$13,000, 1-story, 100x112, brick and tile store building, 1400 E. Front St. 7-28

Tex., Gonzales—J. C. Penny Co., 330 W. 34th St., New York, let contract to T. S. Hodges for improvements to store; one store and mezzanine, 11x48, brick, frame and rock; bids desired on electrical wiring.

Tex., Houston—Don Hall, Cotton Exchange Bldg., start work in 30 days on \$100,000 brick, reinforced concrete and cast stone store building to be leased to Alexander-Bale Stores, Inc., 1602 McKinney St.; Spanish design, 10,000 ft. floor space; Hedrick & Gottlieb, Archt., Post-Dispatch Bldg.; owner builds.

Tex., San Antonio—Lennie Cokrel, 1400 Ave. B, let contract to H. H. Clark, 132 Riggsby Ave., for \$12,000, 2-story, frame and stucco apartment, 501 Atlanta St.

Tex., San Antonio—B. Mulhern, 1502 Burnett St., let contract at \$10,347 to A. Vogel & Co., 319 Jones Ave., for one-story, 38x80-ft., concrete, hollow tile and stucco store, New Braunfels Ave. near Burnett St.; plumbing, J. H. McGoldrick, 501 S. Chupaderas St.; wiring, Braden-Hudson-Wangler, 302 E. Commerce St.; Beverly W. Spillman, Archt., Alamo Bank Bldg. 7-21

Tex., San Antonio—Mathilde Wolfe, 606 Goliad St., let contract to R. C. Shane, Builders Exchange, for remodeling building, 311 Laurel St.; cost \$10,000.

Tex., San Antonio—J. M. Bruce, 1048 Denver Bldg., let contract to Arnold & Arnold, Lullwood and McCullough Sts., for \$11,000, brick and tile store building, 1501 Gevers St.

Tex., Yoakum—J. C. Penny Co., J. M. Dolan, Constr. Dept., 330 W. 34th St., New York, let contract to P. O. Crawford for one-story and mezzanine brick and frame store building; electric wiring, Braden-Hudson-Wangler Co., Inc., 302 E. Commerce St., both San Antonio.

Va., Lynchburg—C. M. Guggenheimer, Guggenheimer's Inc., 1027 Main St., let contract to John Pettyjohn & Co., 212 Eighth St., for \$300,000, 3-story, fireproof, concrete store building; Johnson & Braunan, Archts., Peoples Natl. Bank Bldg. 7-28

Va., Norfolk—J. H. Pierce, Contr., Law Bldg., let following sub-contracts for alterations to store, 416 Main St., for Peter Smith's Estate: Electric work, Meeks-Collins Electric Co., Granby St.; painting, H. C. Harding, 617 Delaware Ave.; marble and tile, Grover L. White, College Place; store front (millwork), J. E. Etheridge Lumber Co., Brambleton Ave.; B. B. Spigel, Archt., Nusbaum Bldg. 7-28

W. Va., Welch—C. W. Vick, Jenkin Jones, started work on \$25,000, 2-story, 25x7 ft., brick store and apartment building; concrete basement; Chas. A. Smithey, Contr.; L. A. Osborn, Archt. 7-28

Theaters

Ga., Augusta—Rialto Theater, Frank J. Miller, 219 Ellis St., Mgr., expend \$10,000 for improvements; A. H. Jones will supervise construction.

W. Va., Follansbee—Floyd Bros. started work on \$65,000, 2-story, brick and tile moving picture and vaudeville theater for which Craig & Tolley Co. have contract; apartments on second floor.

Warehouses

Fla., St. Petersburg—Security Finance Corp. let contract to Julius Johnson to erect \$20,000 warehouse, Ninth Ave., between 34th and 35th Sts.

Tex., Kerrville—Charles Schreiner Co. let contract to Wright & McKenzie, San Antonio, to erect \$10,000, one-story, 60x100-ft. brick and concrete warehouse; Adams & Adams, Archts., Builders Exchange Bldg., San Antonio.

THE CLASSIFICATIONS IN THIS SECTION ARE:

WANT SECTION

Machinery and Supplies

Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.

Building Materials and Equipment

This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.

Bids Asked

Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

Machinery and Supplies

Boilers.—H. W. Dexter (Mchy. Dealer), Ducoff Hotel, Douglas, Ga.—Wants data and prices on 125 to 150 h. p. boilers fully equipped for cigarette manufacturing plant.

Broom Handle Machinery.—McGowan-Foshee Lumber Co., Willow, Fla.—Wants to correspond with manufacturers of broom handle machinery.

Cars.—L. Larson, 521 Massachusetts Ave., Norfolk, Va.—Wants 2½ or 2 yd. clay cars 36-in. gauge.

Cigarette Manufacturing Machinery.—H. W. Dexter (Mchy. Dealer), Ducoff Hotel, Douglas, Ga.—Wants data and catalogs on cigarette manufacturing machinery, as well as processing and redrying plant machinery and equipment.

Compressor (Gas Engine Driven).—Alt Engineering Co., Industrial Engrs., 415 Capps Bldg., Fort Worth, Tex.—Wants compressor, gas driven engine to handle approximately 12,000,000 ft. gas per day.

Concrete Mixer.—Elkan Stone Tile Manufacturing Co., Box 715, Stanley A. Elkan, Pres., Macon, Ga.—Wants prices on concrete mixer.

Contractors Equipment.—H. E. Shelton Machinery Co., P. O. Box 694, Paducah, Ky.—Wants catalogs on contractors equipment.

Crane.—Brown-Craven Equipment Co., 706 Manning St., N. Chattanooga, Tenn.—Wants one 50 to 80 ft. span 4 motor overhead traveling crane for bucket work, 2 cu. yd. capacity; state price, location and complete information.

Crusher (Jaw).—Brown-Craven Equipment Co., 706 Manning St., N. Chattanooga, Tenn.—Wants one 48x60-in. jaw crusher, state price, condition, make and age.

Hoisting Engine.—R. P. Johnson (Mchy. Dealer), Wytheville, Va.—Wants single drum 8x10-in. D. C. hoisting engine with boiler passing Hartford inspection and drum to hold 3500 ft. of ¾-in. cable; good used condition; state dealers' prices.

Manual Training Equipment.—State Board of Control, H. H. Harrington, Chrmn., Austin, Tex.—Wants following for Juvenile Training School, at Gatesville, Tex.:

- (1) Automobile Engineering Equipment
- (2) Blacksmith Shop Equipment
- (3) Ironworking Tools
- (4) Woodworking Equipment, etc.

Motor.—Hackley Morrison Co., Inc., 1708 Lewis St., Richmond, Va.—Wants one 50 h. p., 3 phase, 90 cycle, 220/440 volt, 1200 r. p. m. slip ring motor with base, pulley and starter.

Paper Plant Machinery.—Commercial Investment Co., 1225 Post-Dispatch Bldg., Houston, Tex.—Wants to correspond with manufacturers of machinery used in manufacture of paper.

Phosphate Rock Drying Plant.—Harvey M. Mansfield Const. Engr., 3332 Spruce St., Tampa, Fla.—Wants data including cuts of drying plant capable of drying 2000 tons phosphate rock per day of 24 hours.

Pipe.—Alt Engineering Co., Industrial Engrs., 415 Capps Bldg., Fort Worth, Tex.—Wants approximately 25 miles 10-in. pipe line and 1½ miles of 18-in. spiral riveted pipe; prefer second-hand material, but items submitted must pass inspection.

Power Units.—H. E. Shelton Machinery Co., P. O. Box 694, Paducah, Ky.—Wants catalogs and prices on steam, gasoline and electric power units.

Roll Crusher.—G. R. Mueller Co. (Manufacturers Agt.), Brown-Marx Bldg., Birmingham, Ala.—Wants single roll crusher approximately 18-in. diam., 30-in. face (slugger

tooth type preferred); give full information.

Rock Crushing Equipment.—R. P. Johnson (Mchy. Contrs.), Wytheville, Va.—Wants outfit for reducing sand rock to commercial sand, capacity 300 tons per day; used or new.

Tank and Tower.—Brown-Craven Equipment Co., 706 Manning St., N. Chattanooga, Tenn.—Wants one 50,000 gal. capacity water tank, steel or wood, with not less than 50 ft. tower; give price, location and condition.

Toy Balloon Machinery.—C. C. Berry, Orangeburg, S. C.—Wants machinery to make toy balloons.

Woodworking Machinery.—Venice Wood-Craft Co., Howard D. Flellere, Box 276, Venice, Fla.—Wants data on machinery to manufacture golf tees and spoons.

Wood Pulp Machinery.—Commercial Investment Co., 1225 Post-Dispatch Bldg., Houston, Tex.—Wants to correspond with manufacturers of machinery for making wood pulp.

Miscellaneous

Marion Rust, National Representative American Red Cross, Mississippi Flood Relief Headquarters, Columbus, Ky., advises that entire town will be rebuilt on high bluffs and wants the following:

- (1) Community Building
- (2) Electric Lights
- (3) Fountain Display—for center of town
- (4) Sewerage System Equipment
- (5) Street and Sidewalks
- (6) Water Works Equipment.

Sydnor Pump and Well Co., 1310 E. Main St., Richmond, Va., wants to purchase chemicals or equipment to eliminate sulphur, iron and sulphur odor from water obtained from drilled wells.

S. W. Dickens, Enfield, N. C., wants the following for casket and coffin plant:

- (1) Boards (Cedar and Chestnut)
- (2) Hardware
- (3) Silk Lining
- (4) Upholstering for Coverings, etc.

Red Land Vineyard Co., Ivan A. White, Edinburg, Tex., is developing 440 acre vineyard and wants the following:

- (1) Power Equipment—best adapted to vineyard work
- (2) Spraying and Dusting Materials
- (3) Spraying and Dusting Machines
- (4) Tillage Tools
- (5) Windmill Outfit—complete with 1200 gal. tank and tower.

J. R. Masterson, County Agt., Abilene, Tex.—Wants to correspond with manufacturers of small bags of muslin or other cheap cloth, 2-in. sq. in 1000 lots, for mailing out single pecans.

Carpets, etc.—Proprietor, Hotel Sarasota, Sarasota, Fla., wants prices on 470 yds. runners for halls, number of rugs for guest rooms.

Containers (Mustard).—Florida Mustard and Spice Co., Inc., 1026 Seventh Ave., Tampa, Fla.—Wants prices on mustard jars in all sizes.

Furniture Supplies, etc.—Muecke Furniture Co., Inc., Otto C. Muecke, Treas., 1500 N. W. Seventh Ave., Miami, Fla.—Wants data on all kinds of supplies.

Rope.—R. P. Johnson (Mchy. Dealer), Wytheville, Va.—Wants dealers' prices on 4000 to 5000 ft. of $\frac{3}{8}$ -in. rope, in first-class used condition.

Steel Building.—The Gay Coal and Coke Co., Mount Gay, W. Va.—Wants small steel building about 45 ft. long and 15 to 20 ft. wide.

Tags (Tin and Aluminum).—A. D. Maxwell, Montezuma, Ga.—Wants tin and aluminum or sheet metal tags, $1\frac{1}{2}$ x4-in. for tacking on crates and boxes; quote prices on lots of 200.

Bids Asked

Bolts, Rivets, Hose Clamps, etc.—Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for 36,000 stove bolts, 1200 hose clamps, 200 lbs. rivets, 2000 boxes of cotter pins.

Bridge.—State of West Virginia—See Construction News—Roads, Streets, Paving.

Bridge.—Waco, Tex. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of Texas. See Construction News—Roads, Streets, Paving.

Bridge.—State of Virginia receives bids for 2 bridges. See Construction News—Roads, Streets, Paving.

Bridge.—Gretna, La. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of South Carolina receives bids for 4 bridges. See Construction News—Roads, Streets, Paving.

Bridge.—Vicksburg, Miss. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—San Antonio, Tex. receives bids for 7 culverts. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of Florida receives bids for 3 bridges. See Construction News—Roads, Streets, Paving.

Bridge.—State of Tennessee receives bids for 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

Brushes, Cuspidors.—U. S. Veterans' Bureau, Washington, D. C.—Receives bids Aug. 12 for brushes and cuspidors.

Capstans, Boiler, etc.—Third Mississippi River Dist., Vicksburg, Miss.—Receives bids Aug. 8 for one 60 h. p. vertical tubular boiler, 2 capstans and 210 10-ft. sections and 36 3-ft. sections of double rail ball bearing gravity roller conveyors.

Centrifugal Pumps.—U. S. Coast Guard Headquarters, Washington, D. C.—Receives bids Aug. 15 for centrifugal pumps for U. S. Coast Guard cutters.

Channel.—Board of Commrs., Sub-District No. 3 of Grassy Lake and Tyrone Drainage Dist. No. 9, Mississippi County, Osceola, Ark.—Receives bids Aug. 9 for clearing about 18 miles of drainage channels of Ditch No. 1; Morgan Engineering Co., Engrs.

Chemicals.—Quartermaster's Dept., Camp Meade, Md.—Receives bids Aug. 8 for 10,000 lbs. calcium chloride, 150 lbs. sulphuric acid and 600 lbs. bicarbonated soda.

Drills.—Post Office Dept., Washington, D. C.—Receives bids Aug. 5 for 3 portable electric drills.

Elastic Webbing.—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Aug. 22 for 42,950 yds. elastic webbing, 7/8 inch.

Electrical Supplies.—Quartermaster's Dept., Camp Meade, Md.—Receives bids Aug. 10 for 7500 ft. of wire, 4000 ft. of lamp cord, 50 lbs. of friction tape, 10 lbs. rubber tape, 1000 plug fuses, 100 switches, 100 receptacles, 250 key sockets.

Envelopes.—Purchasing Agent, Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for 75,000 window envelopes.

Evaporated Milk.—Quartermaster's Dept., Chicago, Ill.—Receives bids Aug. 9 for 29,984 1-lb. cans evaporated milk.

Flutter Valves.—Chemical Warfare Service Edgewood Arsenal, Md.—Receives bids Aug. 23 for 32,150 rubber flutter valves.

Furniture, etc.—Purchasing Agent, Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for furniture, screen line equipment and lock box sections for post office at Buena Vista, Va.

Furniture.—Dist. Commrs., Washington, D. C.—Receives bids Aug. 15 for desks, chairs, and tables for use in schools.

Gravel.—Leesville, La. See Construction News—Roads, Streets, Paving.

Gravel.—H. L. Washburn, County Auditor, Houston, Tex.—Receives bids Aug. 15 for 10,000 tons gravel.

Hubodometers.—Purchasing Agent, Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for hubodometers.

Laundry Machinery.—Chief Clerk, off. of Secretary of Interior, Washington, D. C.—Receives bids Aug. 11 for laundry machinery for Freedmen's Hospital.

Lock Washers.—Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for 1000 boxes lock washers.

Marking Machine.—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 8 for marking machine for U. S. Hospital, Bronx, New York.

Nozzles, Tin, etc.—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Aug. 22 for 34,670 brass nozzles, canister, gas mask, 7168 sheets of tin.

Nozzles, Tubes, etc.—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Aug. 23 for 32,500 elbow nozzles, 31,950 angle tubes, and 1300 discs.

Oil Engines.—U. S. Coast Guard Headquarters, Washington, D. C.—Receives bids Aug. 10 for oil engines for U. S. Coast Guard cutters for driving a 30 kw. A. C. and a 50 kw. D. C. generator in tandem.

Outside Water, Sewer and Steam Distribution System.—Director of U. S. Veterans' Bureau, Constr. Div., Room 791, Arlington Bldg., Washington, D. C.—Receives bids Aug. 23 for constructing, installing and furnishing complete outside water, sewer and steam distribution system at U. S. Veterans' Hospital No. 62, Augusta, Ga.; drawings and specifications from Constr. Div., Room 791.

Paint.—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 8 for 500 cans black automobile paint, use on wood or metal; Sherwin-Williams or equal.

Park Benches.—U. S. Veterans' Bureau, Washington, D. C.—Receives bids Aug. 8 for 10 park benches with wrought iron arms; 6 ft. long.

Paving.—Enid, Okla. See Construction News—Roads, Streets, Paving.

Paving.—Frostburg, Md. See Construction News—Roads, Streets, Paving.

Pipe.—City of San Benito, Tex., J. Scott Brown, Mayor—Receives bids Aug. 10 to furnish f. o. b. following quantities of pipe, vitrified, concrete or segment block: 2400 ft. of 24-in., 1200 ft. of 36-in., 1600 ft. of 48-in. pipe.

Pipe (Cast Iron).—See Sewers.

Pipe (Cast Iron).—See Water Works.

Pipe (Galvanized Iron).—See Water Works.

Pipe (Vitrified).—See Sewers.

Pipe (Vitrified Concrete).—See Sewers.

Pipe Line Joints, etc.—U. S. Engr., Jacksonville, Fla.—Receives bids Aug. 6 for 18 chrome steel plumber mechanical socket type pipe line joints, 36 extra coupling bolts and 18 extra rubber gaskets.

Pumping Plant, etc.—Commissioner of Fisheries, Washington, D. C.—Receives bids Aug. 15 to furnish labor and material for well and pumping plant for fisheries station, Tupelo, Miss.

Refrigerating Equipment, etc.—U. S. Coast Guard, Washington, D. C.—Receives bids Aug. 8 for auxiliary equipment for U. S. Coast Guard cutters 45, 46, 47, 48, 49, including hydro-pneumatic fresh water system, lubricating oil purifier, fuel oil pumps, surface refrigerating set, refrigerating machinery, etc.

Road.—Anderson, Tex. See Construction News—Roads, Streets, Paving.

Road.—Franklin, Tex. See Construction News—Roads, Streets, Paving.

Road.—Leesville, La. See Construction News—Roads, Streets, Paving.

Road.—State Road Comm., Charleston, S. C., receives bids for 19 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Virginia receives bids for 2 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Texas receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

Road.—Oakland, Md. See Construction News—Roads, Streets, Paving.

Road, etc.—Director of U. S. Veterans' Bureau, Construction Division, Room 791, Arlington Bldg., L. H. Tripp, Chief, Construction Division, Washington, D. C.—Receives bids Aug. 30 for resurfacing roads, laying walks, curbs and gutters, etc., at U. S. Veterans' Hospital No. 102, Livermore, California; plans on file and from Medical Officer in charge at hospital.

Road.—Dallas, Tex. See Construction News—Roads, Streets, Paving.

Road.—State of South Carolina receives bids for 10 roads. See Construction News—Roads, Streets, Paving.

Road.—Charleston, W. Va. See Construction News—Roads, Streets, Paving.

Road.—San Antonio, Tex. See Construction News—Roads, Streets, Paving.

Road.—State of Florida receives bids for 9 roads. See Construction News—Roads, Streets, Paving.

Road.—State Roads Comm., Baltimore, Md. receives bids for 5 roads. See Construction News—Roads, Streets, Paving.

Road.—State Highway Dept., Dover, Del.—Receives bids Aug. 24 for 4 roads: Cont. No. 87—6.54 mi. Little Creek-Leipsic Road, 21,500 cu. yd. excavation and borrow, 3000 cu. yd. gravel surface course, 5900 cu. yd. cement concrete pavement, with and without slag aggregate, 2000 lb. reinforcement; Cont. 53C—1347 ft. Broadkill Bridge approaches, 1000 cu. yd. excavation and borrow, 400 cu. yd. cement concrete pavement; Cont. 92—2.08 mi. Bellevue Quarry-Claymont Road, 17,400 cu. yd. excavation and borrow, 6200 cu. yd. cement concrete pavement, 52,000 sq. ft. cement concrete sidewalk, 21,000 lb. reinforcement; Cont. 93—93 mi. Stanton-Lincoln Highway, 1200 cu. yd. excavation, 1650 cu. yd. cement concrete pavement; plans on file.

Road.—State of Tennessee receives bids for roads. See Construction News—Roads, Streets, Paving.

Roofing.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 8 for 1000 rolls asbestos, green slate surfaced roofing, for delivery to Quantico, Va.; Sch. No. 62-1928.

Roofing.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 8 for 1000 rolls asphalt and asbestos slate-surfaced prepared roofing.

Sewers.—Town of Wakefield, Va., R. F. Bain, Mayor—Receives bids Aug. 15 for sewerage system, including 4276 ft. of 6-in., 2323 ft. of 8-in., 5350 ft. of 10-in., 4496 ft. of 12-in., 845 ft. of 15-in., sewer mains, vitrified clay or concrete; reinforced concrete disposal plant; 48 manholes and castings, 2 automatic flush tanks.

Sewers.—Board of Awards, Baltimore, Md., Milton J. Ruark, Sewerage Engr.—Receives bids Aug. 10 for building storm drains and sanitary sewers in Sewer Districts No. 3 and 48, Sanitary Contract No. 200, following approximate quantities: 2460 ft. brick and arch section drain; 3008 ft. of 21-in., 670 ft. of 18-in., 390 ft. of 10-in., 490 ft. of 8-in. vitrified pipe sewer; 252 ft. of 8-in. and 56 ft. of 18-in. cast iron pipe sewer, underdrains, etc.

Sewers.—City of Fort Thomas, Ky., Roland R. Pyne, City Engr.—Receives bids Aug. 8 for sewage pumping station, force mains and appurtenant work.

Sewers.—City of Clearwater, Fla., Chas. F. Mason, Mayor—Receives bids Aug. 15 for furnishing and laying sanitary sewers on number of streets: 17,000 ft. of 8-in., 2000 ft. 18-in. and 1700 ft. of 15-in., together with necessary house connections, manholes, etc.

Sewers.—City of Abbeville, Ala., R. K. Stokes, Mayor—Receives bids Aug. 16 for furnishing labor, material and complete construction of following for sanitary sewer system: 17,178 ft. of 8-in., 3635 ft. of 10-in., 3087 ft. of 12-in. sewer pipe; 40 ft. of 8-in., 130 ft. of 10-in. and 200 ft. of 12-in. cast iron sewer pipe; bids will be received on either No. 1 V. C. or concrete sewer pipe or both; O. H. Lang, Const. Engr., Moultrie

Shelving Racks.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 10 for 2 steel shelving racks, for delivery to Philadelphia, Pa.; Sch. No. 66-1928.

Shoes.—Quartermaster Depot, Marine Corps, Philadelphia, Pa.—Receives bids Sept. 2 for 32,000 pairs of russet shoes; Sch. 58.

Spark Plugs.—Purchasing Agent, Post Office Dept., Washington, D. C.—Receives bids Aug. 10 for 32,000 spark plugs.

Steam Heating Systems.—Dist. Comms., Room 509 District Bldg., Washington, D. C.—Receives bids Aug. 5 to install steam heating systems in school buildings.

Steam Heating Systems.—Dist. Comms., Room 509, Dist. Bldg., Washington, D. C.—Receives bids Aug. 5 to furnish labor, material and install steam heating systems in school buildings.

Street.—Tampa, Fla. See Construction News—Roads, Streets, Paving.

Street.—Williston, S. C. See Construction News—Roads, Streets, Paving.

Street.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Tank and Tower.—See Water Works.

Thread.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 8 for 288 doz. spools white sewing thread, 6 cord, 200 yds. No. 40.

Ties (Cross and Switch).—Post Quartermaster Office, Fort Sam Houston, Tex.—Receives bids Aug. 8 for 1500 hewn cross ties, 6x8x8-ft., pine, creosoted, 16 to 18 lb. pressure with final retention of 6 lbs. to cu. ft.; 2 sets ties, 56 pcs., switch, pine, 7x10-in. hewn.

Truck Bodies.—Purchasing Agent, Post Office Dept., Washington, D. C.—Receives bids Aug. 11 for 300 ½-ton mail truck bodies.

Vegetable Peeling Machine and Scullery Sink.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 5 for vegetable peeling machine and scullery sink; Sch. No. 61-1928.

Water Mains.—Building Committee, School District No. 1, W. H. Perkins, Chrmn., Baton Rouge, La.—Receives bids Aug. 24 for laying 2700 ft. of water pipe with necessary fittings; Seifried & Troeger, Landscape Archt., 206 Wick Bldg.

Water Mains.—Board of Awards, Baltimore, Md., Geo. F. Wiegardt, Water Engr. Receives bids Aug. 10 for excavating trenches and laying water mains in Wagners Point Road.

Water Works and Sewers.—Town of Wakefield, Va., R. F. Bain, Mayor, receives bids Aug. 15 for furnishing all labor and materials and building a water works and sewer system, involving approximately the following: 4220 ft. 6-in., 3000 ft. of 4-in., 250 ft. of 3-in. cast iron water main, 1730 ft. of 2-in. galvanized iron mains; 18 fire hydrants, seven 6-in. valves, five 4-in., one 3-in. and four 2-in. valves; brick and concrete pumping station for deep well; 60,000 gal. hemispherical bottom steel tank and tower, total height 130 ft., alternate on a tank of 100,000 gallons on tower giving same total height.

Wharf Wall.—R. Keith Compton, Director of Public Works, City Hall, Richmond, Va.—Receives bids Aug. 15 for construction plain concrete wharf wall, gravity type, approximately 300 ft. long, 32 ft. high, north bank James River, east of Gillis Creek.

Window Sash.—Supervising Archt., Treasury Dept., Washington, D. C.—Receives bids Aug. 15 for window sash for Treasury building.

Wire Rope Clips.—Third Mississippi River Dist., Vicksburg, Miss.—Receives bids Aug. 9 for 150,000 japanned wire rope clips.

Building Material and Equipment

H. C. Pelton and Jas. Gamble Rogers, Archts., 415 Lexington Ave., New York, want prices on following for \$160,000 hospital, Glasgow, Ky.:

Cast Stone
Dumb Waiters
Elevators
Flooring—linoleum, terrazzo
Roofing—asbestos shingle
Steel Sash and Trim
Tile—hollow.

Dr. S. P. Sebastian, Suggs Bldg., Greensboro, N. C., wants prices on following for \$16,000 residence:

Flooring—hardwood, composition
Roofing—asbestos shingle.

Hobart Upjohn, Archt., Grand Central Terminal, New York City, wants prices on following for \$25,000 residence for president at North Carolina State College of Agriculture and Engineering, Raleigh, N. C.:

Flooring—hardwood
Marble.

Harry Vought & Co., Inc., of Fla., 12 via Mizner, Palm Beach, Fla., wants prices on following for Junior High School at West Palm Beach, Fla.:

Flooring—composition
Steel Sash and Trim.

Birdsall P. Briscoe and John F. Staub, Asso. Archts., Second Natl. Bank Bldg., Houston, Tex., want prices on following for dwelling:

Electric Refrigerators
Flooring—hardwood, tile
Incinerator
Limestone
Steel Sash
Tile—gypsum, hollow
Vaults
Ventilators.

H. W. McCord, 414 Adams Bldg., Port Arthur, Tex., wants prices on following for \$45,000 armory-auditorium.

Roofing—built-up
Steel Sash and Trim.

Wilkins — Philippi Construction Co., 309 N. 7th St., St. Louis, Mo., wants prices on following for \$100,000 hotel, Murray, Ky.:

Cast Stone
Dumb Waiters
Electric Refrigerators
Elevators
Flooring—linoleum, terrazzo, tile, composition

Glass
Limestone
Marble
Metal Ceilings
Metal Doors
Plaster Board
Roofing—built-up
Steel Sash and Trim
Tile—gypsum
Terra Cotta Trim.

J. W. Dehnert, Archt., 501 Kress Bldg., Houston, Tex., wants prices on following for dwelling:

Flooring—hardwood, linoleum, tile
Marble
Steel Sash and Trim.

Arthur W. Hamby, Archt., 1430 Main St., Columbia, S. C., wants prices on following for hospital, State Park:

Roofing—asbestos shingle.

Milton Silver, High Point, N. C., wants prices on following for \$10,000 store:

Cast Stone
Limestone
Metal Ceilings
Plaster Board
Roofing
Steel Sash and Trim.

James Stewart & Co., Inc., 507-09 Evans Bldg., Washington, D. C., receives estimates until Aug. 13 on all lines of building material including alternates for Medical School and Hospital, University of Virginia.

Taylor Bros. & Co., Brown Bldg., Wichita Falls, Tex., wants prices on following for 4 schools:

Limestone
Metal Ceilings
Roofing—built-up
Steel Sash and Trim.

H. C. Vogt, Contr., 2509 Oakdale St., Houston, Tex., wants prices on following for \$16,000 dwelling:

Electric Refrigerators
Flooring—hardwood, linoleum, tile
Mail Box (built-in).

S. Grant Alexander, Archt., P. O. Box 1234, Asheville, N. C., wants prices on following for dwellings:

Electric Refrigerators
Flooring—hardwood, tile
Metal Doors
Roofing—tile
Tile—hollow.

Collins' Homes, Inc., R. M. Collins, Mgr., 809 Greensboro Bank and Investment Bldg., Greensboro, N. C., wants prices on following for dwellings in Greensboro and Durham:

Brick
Cedar Shingles
Flooring—hardwood
Heating Plants
Millwork
Paint
Plaster
Plumbing
Pine Framing
Siding.

A. C. Davis & Sons, Archts., 430 N. Broadway, Shawnee, Okla., wants prices on following for \$80,000 church, Stillwater, Okla.:

Limestone
Roofing—built-up.

Eugene Davis, Archt., Dallas, Tex., wants prices on following for 3-story science building, North Texas Agricultural College, Arlington:

Cast Stone

W. A. Rayfield & Co., Archts., Drawer 649, Birmingham, Ala., wants prices on following for \$150,000 church:

Electric Refrigerators
Elevators
Flooring—hardwood, terrazzo, tile
Incinerator
Metal Ceilings
Rolling Partitions
Roofing—tile
Steel Sash and Trim
Tile—hollow
Terra Cotta Trim
Ventilators
Wire Glass.

A. C. Stewart, 810 East Boulevard, Baton Rouge, La., wants prices on following for \$45,000 school:

Blackboard—slate
Bulletin Board.
Valley Cotton Mill Co., Inc., P. M. Keller, Harlingen, Tex., wants prices on following for \$35,000 cotton yarn and webbing mill:

Flooring—hardwood (factory maple)
Sprinklers
Steel Sash and Trim.
A. B. Withers Co., 104½ S. Oak Ave., Mineral Wells, Tex., wants prices on following for \$100,000 hotel, Menard, Tex.:

Cast Stone
Dumb Waiters
Electric Refrigerators
Elevators
Flooring—hardwood, terrazzo, tile
Mail Chutes
Marble
Metal Doors
Roofing—built-up
Tile—hollow
Ventilators.

H. E. Woodruff, Contr., 201 Furman Bldg., Corpus Christi, Tex., wants sub-bids on following for \$40,000 Sunday school:
Sheet Metal Work.

Book Review

Time and Motion Study and Formulas for Wage Incentives. By Stewart M. Lowry, assistant superintendent, International Derrick and Equipment Company, Columbus, Ohio; Harold B. Maynard, supervisor manufacturing operations department, Westinghouse Electric and Manufacturing Company, South Philadelphia, Pa., and G. J. Stegemerten, supervisor time-study department, Westinghouse Electric and Manufacturing Company, East Pittsburgh, Pa. New York: McGraw-Hill Book Company, Inc. 1927. Pp. 380. \$4.

This book outlines the economic importance of time and motion study in analyzing industrial operations. It describes the principles of such a study, which have been developed into a workable time-study and formula system. It is designed to fulfill a dual purpose—as a textbook for technical schools and as a handbook for practical men and factory executives. The authors emphasize that motion-study does not eliminate the time element any more than time-study eliminates the scientific analysis and standardization of motions. The writers claim the distinction lies in the fact that motion-study, by means of motion-picture cameras and comparatively elaborate and expensive methods, lays greater stress on the minute analysis of motions under more or less ideal or laboratory conditions, while time-study, as advocated in this book, is designed along simpler, more practical and more comprehensive lines. It is a practical working system that may be applied in any industry, large or small, with the use of simple and inexpensive apparatus, securing quick results under normal and practical operating conditions as they exist and with the least amount of interference with production and with the workers' mental attitudes. The book is divided into three parts. Part 1 takes up, step by step, the method of making a time-study. Part 2 explains methods for constructing formulas from time-study data. Part 3 describes the organization and supervision of time study, formula and wage-payment work in any plant. It is stated that the formulas given as examples are in actual use in the East Pittsburgh plant of the Westinghouse Electric and Manufacturing Company.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Office Removal.

The Bessemer Galvanizing Works of Birmingham, Ala., in order to obtain increased space have moved their offices from the American Trust Building to No. 204 Phoenix Building.

Sales Engineer Appointed.

M. J. Harkless has been appointed sales engineer of the contractors' department of the Independent Pneumatic Tool Company of Chicago, Ill. He was previously an engineer of the railway and marine-supply department of the Buda Company of Harvey, Ill. Mr. Harkless' headquarters will be at the general office of the Independent Pneumatic Tool Company in Chicago.

School for Commercial and Trade Officers.

The National School for Commercial and Trade Organization Executives, Roger Miller, president, Asheville, N. C., has announced the program for the seventh annual session, which is to be held at Evanston, Ill., August 22 to September 3. This school is under the auspices of the Chamber of Commerce of the United States, the National Association of Commercial Secretaries, American Trade Association Executives and Northwestern University. The program is published in a booklet of 22 pages.

American Telephone Stockholders.

On June 20, 1927, the record date for its quarterly dividend, payable July 15, the American Telephone and Telegraph Company had 420,291 stockholders. This is the largest number to whom the corporation has ever paid a dividend, and is believed by the company to exceed the combined total of stockholders for the next three largest American corporations. Included in the list are more than 70,000 Bell System employees. Less than 4 per cent of the outstanding stock is held in the names of brokers, the balance being owned by investors throughout the country and also some 5000 in foreign countries. The average number of shares held per stockholder is only 26. More than one-half of the stockholders own 10 shares or less, however, and more than three-fourths own 25 shares or less. No stockholder owns as much as 1 per cent of the outstanding stock.

Skinner Chuck Southern Representative.

Thomas H. Winston, manufacturers' agent, well known to mill-supply dealers and jobbers throughout the South and the Southwest, has been appointed representative of the Skinner Chuck Company to cover the Southern territory. His permanent address is 1133 Real Estate Trust Building, Philadelphia, Pa. Mr. Winston will sell the complete Skinner Chuck line.

Does Not Represent De La Vergne.

De La Vergne Machine Company, 910 East 138th street, New York, writes the MANUFACTURERS RECORD: "We are in receipt of a letter from our Kansas City office about an old man traveling under the name of Wolf, posing as a representative of our company and borrowing small amounts of money wherever he can. This man states he is 76 years of age; that he has a very large family, but they are all scattered; he also made the statement that he was en route from Japan to England, where he completed the installation of a 3000-ton ice plant there, and that he was going to England to do some work for us and has a retinue of four mechanics who travel with him. We have no idea who this man can be, but would appreciate it if you will publish a little notice in your paper warning all your readers not to advance any money to anybody claiming to be a representative of our company."

Bucyrus and Erie Shovel Merger.

William W. Coleman, president of the Bucyrus Company, South Milwaukee, Wis., has announced a plan for the merger of that company with the Erie Steam Shovel Company of Erie, Pa. The directors of the two companies approved the plan on July 20. It is proposed to organize the Bucyrus-Erie Company to take over the assets of the other two companies. The Bucyrus Company has specialized in heavy machinery for 47 years and the Erie Steam Shovel Company has specialized in smaller shovels. The new company will have a complete line of machinery and, it is stated, very large assets, average earnings for the last five years having been about \$3,300,000 a year.

Acquires Ice Properties in Louisiana.

Donaldsonville, La.—The American Utilities Company of Philadelphia, Pa., which supplies through its subsidiaries electric, gas, water and ice service in 75 communities in Arkansas, Kentucky, Louisiana, Missouri, New Mexico, Oklahoma and Texas, has acquired a new group of properties giving ice service to a combined population of more than 45,000 in Louisiana communities, including Addis, Donaldsonville, New Roads, Plaquemine, Sherbourne, Thibodeaux and White Castle. The aggregate daily capacity of these plants is 255 tons and they operate in a section where extensive fruit and produce shipments are made. A small ice plant has also been purchased at Mandeville, La., which serves a summer population of 3000 and a permanent population of 1000 on the north shore of Lake Pontchartrain opposite New Orleans.

Arkansas General Utilities Company Completes New Transmission Line.

The Arkansas General Utilities Company, a subsidiary of the American Utilities Company, Harrisburg, Pa., completed its 33,000-volt line between Warren and Wilmar, Ark., on July 1. Power for the Warren district, which consists of Hermitage, Warren and Wilmar, is being supplied at present by the Bradley Lumber Company's power plant located at Warren, Ark. A connection will be made with the Arkansas Light and Power Company as soon as the connecting transmission line which the latter company is building from Monticello to Wilmar is completed, after which time power supplied to this territory will be generated at the Arkansas Light and Power Company's hydro-electric plant at Rammel Dam on the Ouachita River, the gas-electric plant located at Sterlington, La., or the steam-electric stations at Pine Bluff, Arkansas.

Extensive Additions to Chlorine Products Plant at Charleston.

Charleston, W. Va., July 30—[Special.]—General contract has recently been awarded by the Westvaco Chlorine Products, Inc., A. N. Pitcher, general manager, to the H. K. Ferguson Company of Cleveland, Ohio, R. E. J. Summers, chief contracting engineer, for extensive additions to their plant at South Charleston. The work will consist of the demolition of a number of smaller buildings and the erection of new structures. A boiler house will be built, about 40 by 50 feet, one story and basement, structural steel frame, concrete floors and cement tile roof, to house a 1000-horsepower boiler with stoker, fan equipment and other accessories. It is also planned to erect a rotary converter building, about 40 by 150 feet, two stories, with structural steel frame, concrete floors and foundations, brick walls and cement tile roof. This will house four 3000 kilowatt rotary converters and one 2500 K. V. A. turbo-generator with transformers and switching apparatus.

A cell house will be erected, approximately 210 by 210 feet, one story, with structural steel frame, brick walls, concrete floor and corrugated galvanized iron roof, while other buildings and equipment will include laboratory, machine shop, pipe shop, carpenter shops, blacksmith shop, sulphur recovery building, new river pumps and brine storage and treatment tanks. It was announced several weeks ago that contract had been awarded to the Pittsburgh Bridge and Iron Works of Pittsburgh, Pa., for 450 tons of steel, and another contract to the International Derrick and Equipment Company of Columbus, Ohio.

The Louisiana Highway Commission, Baton Rouge, receives bids until August 23 for the construction of a bridge over Bayou Oise, to consist of 11 25-foot creosoted timber spans supported on creosoted piling.



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FINANCIAL NEWS

Bond Issues Proposed

- Ala., Tuscaloosa—Jail—City plans bond election; W. H. Nicol, City Engr.
- Ark., Eudora—School—Board of Directors of Eudora Special School Dist., R. T. Stephenson, Pres., receives bids Aug. 8 for \$33,000 5% bonds.
- Ark., Jonesboro—Drainage—Craighead County Commrs. plan receiving bids Aug. 25, tentative date, for bonds.
- Ark., Little Rock—Road—Pulaski County, Road Dist. Nos. 11 and 12, plan selling \$125,000 bonds; C. P. Newton, County Judge.
- Fla., Bonifay—School—City voted \$40,000 bonds; Address Sec. Board of Education.
- Fla., Chipley—J. A. Douglas, Clk., Washington County Commrs., wires regarding sale of \$700,000 5% courthouse, jail and road bonds: "No sale; held up until Thursday this week; 95 highest bid." 7-14
- Fla., Daytona Beach—Walter A. Richards, City Mgr., wires: "\$500,000 refunding bonds under contract with Stranahan, Harris & Oatis, Inc., Toledo, Ohio, at 100.05 on 6% basis, with city having option of issuing on 5 1/2% basis."
- Fla., Fort Pierce—School—St. Lucie County Board of Public Instruction, Mrs. Edgar Lewis, Supt., receives bids Aug. 20, for \$60,000, 6% Special Tax School Dist. No. 10 bonds.
- Fla., Gulfport—Street—City, W. W. Swift, Jr., Clk., receives bids Aug. 16 for \$145,000 6% \$1000 denom. bonds.
- Fla., Jacksonville—City Comm., M. W. Bishop, Sec., plans selling \$25,000 sidewalk and \$500,000 water works bonds. 7-28
- Fla., Jacksonville—School Equipment—Duval County voted \$900,000 Special Tax School Dist. No. 1 bonds. Address County Commrs. 7-17
- Fla., Milton—Santa Rosa County Commrs., T. E. James, Clk., receives bids Aug. 9 for \$130,000 6% road and bridge bonds, and \$20,000 6% courthouse warrants.
- Fla., Ocala—Power Plant—City votes within 90 days on \$150,000 bonds. Address City Clk.
- Fla., Ocala—Electric Light Plant—City plans voting Sept. 6 on \$150,000 bonds; J. N. Eley, Engr., Atlanta.
- Fla., Orange Park—Improvement—City, Board of Bond Trustees, Joseph G. King, Sec., receives bids Aug. 19, for \$75,000, 6%, \$1,000 denom. bonds.
- Fla., Pensacola—Aviation Field—Escambia County Commrs. plan \$100,000 bond issue.
- Fla., Punta Gorda—City, L. E. Robinson, Clk., receives bids Aug. 19, for \$60,000 funding bonds; \$112,000 refunding paving and sewer bonds. 7-7
- Fla., Tampa—Paving—City, Wm. E. Duncan, Clk., receives bids Aug. 9 for \$30,000 4 1/2% \$1000 denom. bonds.
- Fla., Tampa—School—Hillsborough County Board of Public Instruction will call election Aug. 23 on 6% \$1000 denom. bonds.
- Fla., Tampa—Water Works—City, A. M. Miller, Comptroller, voted \$300,000 bonds.
- Fla., West Palm Beach—Improvement—City, Chas. W. Figner, Clk., receives bids Aug. 10, for \$4,605,000, 5% bonds; \$1,105,000, general improvement; \$3,500,000, Improvement assessment.
- Ga., Waycross—City Comm., plans calling election in Sept. on water and sewer bonds.
- La., Bastrop—Road—Morehouse Parish defeated \$420,000 bond issue. Address Police Jury. 6-30
- La., Coushatta—Road—Red River Parish Police Jury, J. W. Woodward, Pres., receives bids Aug. 17 for \$314,500 \$1000 denom. not to exceed 6% bonds; \$259,599, road dist.; \$55,000, Sub-road Dist. No. 3.
- La., Many—Road—Sabine Parish Police Jury, J. M. Abington, Sec., receives bids Aug. 8, for \$85,000, 6% bonds.
- Md., Annapolis—State, John M. Denn's, State Treas., receives bids Aug. 23 for \$1,640,000, 4 1/2% certificates of indebtedness, known as "General Construction Loan of 1927"; Albert C. Ritchie, Gov.
- Miss., Jackson—City Comm., may issue \$100,000 bonds; \$50,000 to establish air field, \$25,000 to purchase land adjoining city auditorium.
- Miss., Louisville—Road, Bridge—Winston County, Road Dist. No. 3, votes Aug. 9 on \$125,000 bonds. Address County Commrs.
- Miss., Waynesboro—School—Wayne County, Mulberry Consolidated School Dist. defeated \$20,000 bond issue. Address Board of Trustees. 6-30
- Mo., Clayton—St. Louis County may vote late in Nov. on \$10,000,000 bond issue for county roads, hospitals, parks, playgrounds and jail. Address County Commrs. 7-28
- Mo., New Franklin—School—New Franklin School Dist. voted \$25,000 bonds. Address Board of Trustees.
- Mo., Sarcoxie—Disposal Plant Main—City, W. R. Hale, Clk., votes soon on \$15,000 bonds. Lately noted to vote on \$50,000 bonds. 7-7
- N. C., Asheville—School—Buncombe County Board of Education, A. C. Reynolds, Supt. of Public Instruction, receives bids Aug. 25, for \$100,000, \$1,000 denom., not to exceed 6%, Reems Creek Township Special School Tax Dist. bonds.
- N. C., Asheville—School—Reems Creek Township voted \$100,000 bonds. Address Board of Trustees.
- N. C., Biltmore—Street—Town Commrs. receive bids Aug. 9 for \$35,000 \$1000 denom., not to exceed 6% bonds.
- N. C., Greenville—Street—Finance Committee recommends \$125,000 bond issue.
- N. C., Kenilworth—Street—Town, A. S. Ward, Clk., receives bids Aug. 9 for \$40,000 \$1000 denom. bonds.
- N. C., Lexington—School—Abbott's Creek School Dist. voted \$15,000 bonds. Address Board of Trustees.
- N. C., Lillington—School, Refunding—Harnett County Commrs. plan \$225,000 bond issue.
- N. C., Mount Olive—Public Improvement—Town, Augusta Willford, Clk., receives bids Aug. 8, for \$50,000, 5 1/2%, \$1,000 denom. bonds.
- N. C., Raleigh—City voted \$75,000 bonds to supplement \$125,000, held by North Carolina Agricultural Society, for State Fair. 7-7
- N. C., Raleigh—Wake County, Wm. H. Penney, County Clk., votes Aug. 9 on \$675,000 bonds; \$30,000, roads, bridges and culverts; \$400,000, school; \$245,000, indebtedness.
- N. C., Rutherfordton—Rutherford County Commrs. authorized issuance of \$841,000 bonds; \$216,000, school funding; \$625,000, road and bridge funding.
- N. C., Salisbury—School Funding—Rowan County Commrs., Max L. Barker, Clk., receives bids Aug. 15 for \$385,000, not to exceed 5% bonds.
- N. C., Wilson—Sewer, Water Works—City, Board of Aldermen, authorized issuance of \$100,000 bonds.
- N. C., Winston-Salem—School—Forsyth County Commrs., J. M. Lentz, Clk., plans \$129,000 bond issue.
- Okla., Altus—Road—Jackson County, Elsie Maxwell, Clk., receives bids Aug. 16 for \$600,000, not to exceed 5% bonds. 7-28
- Okla., Alva—Water Works—City votes Aug. 9 on \$60,000 bonds. Address City Clk.
- Okla., Oklahoma City—Road—Oklahoma County votes Aug. 23 on \$1,650,000 bonds. Address County Commrs. 7-28
- S. C., Anderson—Road—Anderson County Commrs., W. H. Shearer, Supvr., plan \$1,545,000 bond issue.
- S. C., Kingstree—School—Williamsburg County School Dist. No. 41, voted \$15,000 bonds. Address County Commrs.
- S. C., Lancaster—Municipal Improvement—City, O. D. Hood, Clk.-Treas., rejected bids for \$225,000, 5% bond issue; E. B. Roddey, Mayor. 7-21
- Tenn., Cookeville—City votes Aug. 20 on \$43,000 bonds; \$25,000, building and surfacing streets; \$18,000, purchase Howard Hospital. Address City Clk.
- Tenn., Hohenwald—School—Lewis County voted \$50,000 bonds. Address County Commrs.
- Tenn., Jonesboro—Highway—Washington County Court considering \$560,000 bond issue. Address County Commrs.
- Tenn., Knoxville—Improvement—City, L. O. Bonham, Director of Finance, plans receiving bids for \$200,000 notes. 7-14
- Tenn., Madisonville—Road—Monroe County Court authorized issuance of \$350,000 bonds. Address County Commrs.
- Tenn., Madisonville—Monroe County votes Aug. 6, on \$50,000 bonds to take care of outstanding county warrants. Address County Commrs.
- Tenn., Maryville—School—Town, Mayor and Commrs., plan selling \$70,000 bonds. 7-14
- Tenn., Memphis—Street—City Comm., plans issuing and selling \$250,000 bonds, as city's share in street improvement.
- Tenn., Pulaski—Road—Giles County Court voted \$300,000 bonds for road building. Address County Commrs.
- Tenn., Watertown—Power System—City voted \$10,000 bonds; W. J. Scott, Mayor. 5-26
- Tenn., Winchester—Street—City, G. R. Martin, Recorder, receives bids Aug. 10, for \$42,000, 5%, \$1,000 denom. bonds.
- Tex., Alice—Municipal Improvement—City voted \$72,000 bonds for paving, water works extension, city park site, city hall and fire station. Address City Clk. 6-30
- Tex., Athens—Road—Henderson County, G. H. Curlee, County Judge, considering about \$1,000,000 bond issue.
- Tex., Beeville—Indebtedness—City voted \$25,750 bonds. Address City Clk.
- Tex., Corpus Christi—Indebtedness—City, P. G. Lovenskiold, Mayor, voted \$2,574,000 bonds and warrants; \$502,000 6% warrants; \$2,072,000 5% bonds. 6-30
- Tex., Denton—Road—Denton County considering \$500,000 bond issue. Address County Clk.
- Tex., Fort Worth—Road—Tarrant County Commrs. Court, may call election in Sept. on \$6,000,000 bonds.
- Tex., Fort Worth—Municipal Improvement—City, O. E. Carr, Mgr., plans voting in Oct. on \$3,500,000 to \$4,000,000 bonds for purchase of Meacham Field, doubling capacity of sewage disposal plant, building city's share of bridge at Lake Worth, eliminating grade crossings, water works additions. 6-23
- Tex., Fort Worth—Water Works—City, O. E. Carr, Mgr., and Tarrant County Commrs., S. D. Shannon, County Judge, considering \$6,500,000 bond issue.
- Tex., Galveston—Paving—City Commrs., Anne C. Kelley, Sec., receive bids Aug. 11 for \$200,000 5% \$1000 denom. serial bonds.
- Tex., Hallettsville—Road—Lavaca County Commrs., J. F. Bozoka, Clk., receive bids Aug. 8 for \$175,000, Road Dist. No. 3 bonds.
- Tex., Hempstead—Road—Waller County considering bond issue. Address County Commrs.
- Tex., Jourdan—Road—Atacosa County Commrs. Court may call election on \$350,000 Road Dist. No. 3-A bonds; J. A. Ross, Commr.
- Tex., Lockney—City votes Aug. 16 on \$55,000 bonds; \$40,000, sewers; \$15,000, re-finance funds.
- Tex., Lufkin—School—Lufkin Independent School Dist. votes Aug. 6 on \$30,000 bonds. Address School Board. 7-14
- Tex., Madisonville—Refunding—City votes Aug. 6 on \$50,000 bonds. Address City Clk.
- Tex., Plainview—Road—Hale County, George L. Mayfield, County Judge, plans selling \$250,000 bonds.
- Tex., Rusk—Road—Cherokee County votes Aug. 9 on \$3,000,000 bonds. Address County Commrs. 7-14
- Tex., Wortham—School—City votes Aug. 13 on \$100,000 bonds. Address Board of Trustees.
- Va., Bedford—Water Works Refund—City, J. Callaway Brown, Mayor, votes Aug. 16 on \$60,000 bonds.
- Va., Danville—Bridge—City votes Aug. 16 on bonds; C. D. Scott, City Engr. 7-14
- W. Va., Charleston—Road—Kanawha County, Elk Dist., voted \$300,000 bonds. Address County Commrs. 7-7
- W. Va., Clarksburg—Fire Station—City, Fred L. Shinn, City Atty., plans selling \$80,000 4 1/2% bonds.
- W. Va., Grafton—Filtration Plant—City voted \$140,000 bonds. Address City Clk. 7-21
- W. Va., New Martinsville—Road—Wetzel County, Church Magisterial Dist., voted \$140,000 bonds. Address County Commrs. 6-23

Bond Issues Sold

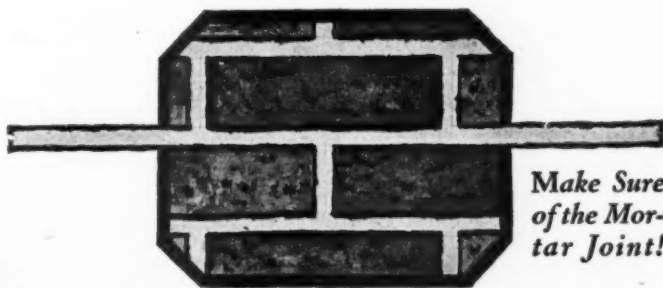
- Ala., Selma—Road—Steiner Bros., Birmingham, and Caldwell & Co., Nashville, Tenn., purchased \$39,000 5% bonds.
- Ark., El Dorado—City Hall—City, Jake R. Wilson, Mayor, sold to M. W. Elkins & Co., Little Rock, \$125,000 6% \$500 and \$1000 denom. city bonds at 110.93. 7-14
- Fla., Inverness—School—Citrus County

(Continued on page 126)



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FINANCIAL NEWS

(Continued from page 124)

Board of Public Instruction sold \$10,000 Floral School City School Dist. bonds to D. A. Tooke, Floral City, at 96.

Fla., Leesburg—Ice Plant Addition—City, W. E. Harkness, City Clk., sold \$45,000 6% \$1000 denom. bonds to T. J. Barnett Co., Palatka, at par and accrued interest. 7-28

Fla., Perry—Municipal Improvement—City sold \$25,000 6% coupon bonds to Davies Bertram Co., Cincinnati, Ohio, at 95.

Fla., Sarasota—Improvement—City, H. I. Southwick, Clk., sold \$204,000 bonds to Farson Son & Co., New York, at 95.

Fla., Tampa—School—Hillsborough County School Board sold \$100,000 6% Oak Park Special School Tax Dist. bonds to First Savings & Trust Co. at \$100,600 and accrued interest. 6-30

Ky., Burlington—Road, Bridge—Otis & Co., Cleveland, Ohio, reported, purchased \$200,000 4 1/4% \$1000 denom. bonds. 7-14

Ky., Glasgow—School—Board of Trustees of Glasgow Graded Common School Dist. sold \$50,000, 5 1/4% bonds to J. J. B. Hilliard & Son, Louisville, at premium of \$2,800, equal to 105.00. 6-30

Md., Salisbury—Water Works, Sewer—City, E. J. C. Parsons, Clk., sold \$100,000 4 1/4% \$1000 denom. bonds to Robert Garrett & Sons, Baltimore, at premium of \$2266. 7-14

Miss., Greenwood—Refunding Paving—City sold \$70,000 5% bonds to Marine Bank and Trust Co., New Orleans, La., at premium of \$1205, equal to 101.91.

Miss., Pascagoula—Road—Jackson County Board of Suprs., Fred Taylor, Chancery, Clk., sold \$300,000 5% \$1000 denom. bonds to Prudden & Co., Toledo, Ohio, at par, accrued interest and premium of \$3258. 7-14

N. C., Fuquay Springs—Water Works, Sewer—Town, E. H. Ballantine, Clk., sold \$150,000, 5 1/4%, \$1000 denom. bonds to Stranahan, Harris & Oatis, Inc., Toledo, Ohio, at \$150. 6-30

N. C., Marshall—Indebtedness—Madison County Commrs. sold \$100,000 5% notes to Stranahan, Harris & Oatis, Inc., Toledo, Ohio.

N. C., Maxton—Street—Town, J. P. Stansel, Treas., sold 5 1/4%, \$1000 denom. bonds to Braun, Bosworth & Co., Toledo, Ohio, at \$50.168 and accrued interest.

N. C., Shelby—Refunding—Cleveland County Commrs. sold \$18,000 5% bonds to First National Bank, Philadelphia, Pa. 7-7

Okla., Ada—Sewer, White Way—City, Somer Jones, Mayor, sold \$62,500 bonds to Oklahoma State Bank, Ada.

S. C., Chester—Bridge—Chester County Commrs. sold \$50,000 4 1/4% bonds to Carolina National Bank, Charleston, at par, accrued interest and premium of \$157.50.

S. C., McCormick—Bridge—McCormick County Commrs. sold \$125,000 bonds to C. W. McNear & Co., Chicago, Ill., at par, accrued interest and premium of \$4637.

S. C., Saluda—Highway—Saluda County Commrs. sold \$250,000, 5% and 5 1/4% bonds to Columbia National Bank at premium of \$2,660, equal to 101.06.

Tenn., Blue Mountain—School Commrs. of Palmer Consolidated School Dist. sold \$10,000 bonds to S. S. Finger at \$10.695.

Tenn., Chattanooga—Road—Hamilton County, Will Cummings, County Judge, sold \$250,000 4 1/4% \$1000 denom. bonds to Harris Trust & Savings Bank at \$5232. 7-21

Tenn., Lebanon—Street—City sold \$180,000 bonds to Caldwell & Co., Nashville, at par and \$410.

Tenn., Nashville—City, Hilary E. Howse, Mayor, sold to George B. Gibbons & Co., Inc., at 103.50, \$200,000 5% bonds; \$140,000, street obligation; \$120,000, general improvements.

Tenn., Ripley—Road—Lauderdale County Court sold \$65,000 4 1/4% bonds to Caldwell & Co., Nashville, at premium of \$922. 7-28

Tenn., Springfield—School—City sold \$15,000, 5% bonds to Caldwell & Co., Nashville, at premium of \$682.50, equal to 104.55. 7-7

Tex., Alamo Heights, San Antonio—Municipal Improvement—City, R. E. O'Grady, Mayor, reported, sold \$350,000 \$1000 denom. bonds to Taylor, Ewart & Co., Chicago, Ill.

Tex., Austin—School—State Board of Education purchased \$253,000 bonds.

Tex., Centerville—Road—Leon County Commrs., sold \$250,000, 5% bonds to J. E. W. Thomas & Co., Dallas.

Tex., Denton—Road—G. H. Walker &

Co., purchased \$750,000 5% bonds, subject to election to be held shortly.

Tex., El Paso—Levee—El Paso County Commrs. sold \$100,000 4 1/4% bonds to State National Bank, at par, accrued interest and premium of \$1,030. 7-21

Tex., Freeport—Harbor—Navigation and Canal Commrs., E. V. Tobey, Chmn., sold \$589,000, 5 and 5 1/4% \$1000 denom. Brazos River Harbor Navigation Dist. bonds to syndicate composed of Well, Roth & Irving Co., Cincinnati, Ohio; W. L. Slayton & Co., Prudden & Co., Provident Trust and Savings Bank, Toledo, Ohio, at par, accrued interest and premium of \$12,961. 7-14

Tex., Kirbyville—Sewer—City sold \$50,000 bonds to Hanchett Bond Co., Inc., Chicago, Ill., at \$51.125. 6-16

Tex., Pampa—Municipal Improvement—City sold \$355,000 6%, \$1000 denom. bonds to United States Bond Co., Denver, Colo., at 101 1/4 plus accrued interest. 7-28

Tex., San Angelo—Municipal Improvement—City, E. V. Spence, Mgr., sold \$250,000, 5%, \$1,000 denom. bonds to R. J. Edwards & Co., Oklahoma City, Okla., at par, accrued interest, premium of \$4986. 7-14

Tex., Seguin—School—J. E. Jarratt & Co., San Antonio, purchased \$100,000 5% bonds at premium of \$2126, equal to 102.12.

Tex., Wharton—Road—Wharton County Commrs., sold \$400,000 bonds, jointly, to Stifel, Nicolaus & Co., Inc., St. Louis, Mo., and C. W. McNear & Co., Chicago, Ill., at \$425.350.

Va., Petersburg—City, J. Gordon Bohannon, Mayor, sold \$200,000 short term notes to City Sinking Fund.

New Financial Corporations

Ark., Batesville—Bank of North Arkansas, capital \$100,000, incorporated; A. B. Banks, Pres.; J. C. Hall, V.-P.; F. T. Hunter, Second V.-P. and Cashier.

Ga., Atlanta—Guarantee Bond and Mortgage Co., re-organized; R. H. Alderman, Pres., Paces Ferry Rd.; John Blue, V.-P.; R. B. Goodson, Sec., 920 Virginia Circle N. E.; formerly Sessions Loan and Mortgage Co., Wynne-Claughton Bldg.

N. C., Moncure—First National Bank of Moncure, capital \$25,000, organized; J. H. Wissler, Correspondent.

S. C., Charleston—South Carolina Co. of Charleston, capital \$1,000,000, chartered; Robert S. Small, Pres., 16 Broad St.; George Norwood, Vice-Pres.; R. E. Muckenfuss, Jr., Sec.-Treas., 21 College St.

Tenn., Ridgedale, Chattanooga—Industrial Credit Union Bank, Masonic Temple Bldg., capital \$200,000, organized; J. F. Holbert, 456 Crest Rd.

Tex., Cleburne—National Bank of Cleburne, organized; A. T. Lohmann, Pres.; J. A. McKinnon, V.-P.; W. E. Abbas, Cashier.

Tex., Dallas—Harvester Investment Co., capital \$750,000, incorporated; George W. Jalonick, 3505 Gillan St., Lottie J., and George W. Jalonick, Jr., Insurance Bldg.

Citizens National Bank, Wm. S. Ryland, Pres., Graham H. Andrews, Cashier, Raleigh, N. C., plans increasing capital, \$300,000 to \$750,000.

Directors of Commerce Trust Co., V. G. Dunnington, Pres., Baltimore, Md., ratified an agreement for sale of company to Union Trust Co., John M. Dennis, Pres.; price \$56.50 per share, plus an additional amount representing 15-100 of net proceeds derived from sale of Commerce Co.'s building; absorption of Commerce Trust Co. will give Union Trust Co. total resources of about \$30,000,000.

Trade Literature

Louisiana Red Cypress.

Considering it from an economical and practical point of view a folder issued by the Louisiana Red Cypress Bureau, 507 Carondelet street, New Orleans, should command more than passing interest among those who have to do with the building of homes. As outlined in this folder the service rendered is one of many instances of the lasting qualities of genuine Louisiana red cypress and its ability to resist the ravages of time and the elements.

Goldens' Transmission Machinery Book.

One of the finest business publications which has come to the office of the MANUFACTURERS RECORD is Catalogue No. 18 of Goldens' Foundry and Machine Company, Columbus, Ga., widely known manufacturers of transmission machinery. It is a richly bound book of 210 pages, printed on heavy calendered paper, which shows off the illustrations admirably in full detail. The cover is 6 1/4 by 9 1/4 inches, made of fine fabrikoid dark blue in color, with irregular markings in close imitation of leather and equally strong. The lettering is embossed in old gold, the words "Transmission Machinery of Quality" and below the name and address of the company, appearing on the front cover page and the name "Goldens" on the back. The entire volume evidences painstaking care in its preparation. There are several full-page pictures showing views of the manufacturing plant and also an abundance of smaller pictures representing machinery and parts of machinery as manufactured by the company. There is a great amount of tabulated data covering specifications, also lists of prices of machines and parts. The entire work is remarkably creditable to the company and to their products.

Milliken Radio Towers.

An interesting and valuable catalogue, entitled "Milliken Radio Towers," has just been published by the Milliken Brothers Manufacturing Company, Inc., New York. This book, 8x11 inches in size, comprises 32 pages, bound in embossed cover, decorated with broadcasting towers and antenna, stamped in silver. The forepart of the book has a complete description of these galvanized steel towers, covering standard ground towers, 66 to 165 feet high and 200 to 300 feet high; heavy-duty ground towers, 100 to 300 feet high, and standard roof towers, 50 to 125 feet high. There is an interesting chapter on "Radio Tower Development." The latter part of the catalogue sets forth information of engineering value, including such topics as "The Radio Antenna," "Ice and Sleet," "Wind" and "Galvanizing." The last noted is a comprehensive resume on this important subject, explaining the "hot dip" galvanizing process used for all Milliken steel radio towers, giving assurance against rust. This book, known as Catalogue No. 22, is profusely illustrated with views of installations of these radio towers in all quarters of the globe. A copy may be secured upon request sent to the company.

De Laval Pumps at Chicago Waterworks.

Seventy-five years of water-works history are epitomized in the narrative of the Chicago water-works system, as told in a leaflet issued by the De Laval Steam Turbine Company of Trenton, N. J., in connection with the annual meeting at Chicago of the American Water-Works Association. Beginning with a vertical, single-acting, condensing steam engine of 8,000,000 gallons daily capacity in 1853, the system has grown until it now approximates a daily capacity of 1,000,000,000 gallons per day, of which more than one-half is supplied by 14 De Laval centrifugal pumps, all except four of which are driven by De Laval geared turbines. The four 75,000,000 gallons per day De Laval geared turbine units now being built for the William Hale Thompson Station are guaranteed to develop duties of 203,500,000-foot pounds per thousand pounds of steam.

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1884 Southern men and women who lived in, or visited Baltimore in the period when this Company was established—which was the year of 1884—will be interested, we believe, in our anniversary book "The Early Eighties: Sidelights on the Baltimore of forty years ago." A copy will be sent upon request.

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\$6,000,000 Lord Baltimore Hotel Soon to Be Erected.

Construction is expected to begin within a few weeks on the new hotel to be erected at Baltimore and Hanover streets, Baltimore, by the Lord Baltimore Hotel Company, recently organized with Harry Busick, president. The building will cost in excess of \$6,000,000 and will occupy the site, with additional area, now occupied by the Hotel Caswell, which is owned and operated by the Union Hotel Company, of which Mr. Busick is also president. The structure will be 22 stories high, fronting 120 feet on Baltimore street and 150 feet on Hanover street, with the main entrance on Baltimore street. The building will be fireproof, of brick and steel construction, with base and trimming, of Indiana limestone.



NEW \$6,000,000 HOTEL FOR BALTIMORE.

It will contain 716 guest rooms with private bath, the greater number of which may be arranged into suites of five and six rooms with bath.

Plans provide for five stores on Baltimore street and four on Hanover street to occupy the ground floor, and in addition to hotel offices, there will be three dining rooms, cafeteria and coffee shop. Provision has also been made for a banquet hall to accommodate 1200 guests. Plans and specifications for the hotel have been prepared by W. L. Stoddart of New York and the general contract was awarded to the Consolidated Engineering Company of Baltimore.

Details for financing are being arranged and as a part of

these plans the company has offered through Gillett & Co., Stein Bros. & Boyce and the Union Trust Company, all of Baltimore, an issue of \$950,000 of 7 per cent cumulative first preferred stock of the par value of \$100 per share. Mr. Busick, it is announced, has underwritten all of the second preferred stock at par and will receive payment in common stock for his interest in the site upon which the new hotel will be erected.

Officers of the Lord Baltimore Hotel Company, in addition to Mr. Busick, include W. O. Peirson, vice-president; George P. Zouck, secretary, and Charles B. Gillett, treasurer, all of Baltimore.

Construction Getting Under Way on Atmospheric Nitrogen Plant at Hopewell, Va.

Hopewell, Va.—Work is expected to be started shortly on the railroad siding facilities for the new plant of the Atmospheric Nitrogen Corporation of Syracuse, N. Y., a subsidiary of the Allied Dye and Chemical Corporation of New York. Construction of the shipping dock will begin promptly, plans having been approved by the city of Hopewell and the War Department, it is said. In addition to the railroad siding to the tract the company will construct in the property several miles of tracks to serve the various buildings, which will make up the plant that is estimated to involve ultimately an investment of \$125,000,000. The Swain Construction Company has been awarded the contract for grading and laying of the tracks on the plant site. The plant will be served by the Norfolk and Western Railway.

It is said that the dock to be constructed will be 855 feet long and 300 feet wide, to cost approximately \$600,000. It is to be built at the end of the property of the company adjoining the Hummel-Ross Fiber Company plant. A channel depth of 22 feet will be provided over a width of 152 feet, and this will require about 750,000 cubic yards of dredging.

Contract was recently awarded Stone & Webster, Inc., of Boston, Mass., for the electric power plant. The engineers have been working for several months with the Atmospheric Nitrogen Corporation to determine the best methods to be pursued in taking care of the power requirements. The question is greatly involved with the chemical process to be employed, the equipment to be used, and the source of power is contingent upon tremendous steam requirements.

J. F. McLaughlin, vice-president of the Virginia Electric and Power Company of Richmond, said in discussing the award of the power plant contract: "Of course, we are pleased that the Atmospheric Nitrogen Corporation has authorized Stone & Webster to design and construct their proposed steam and electric generating station, as we feel that Stone & Webster and the Atmospheric Nitrogen Corporation have many mutual interests in this territory. We are not in a position at this time to state definitely the date when the work will be started, or as to the probable cost of the station, but the work of design and construction will now be pushed as rapidly as possible. We feel that the activities of the Atmospheric Nitrogen Corporation in this section means much for the development of Virginia."

Contract for \$150,000 Church Building in Washington.

According to information from A. P. Clark, Jr., Washington, architect for a new building to be erected at 6th and A streets northeast, in that city, for the Metropolitan Baptist Church, the structure will be 100 by 50 feet, five stories, of brick, concrete and steel, with slag roof, composition floors and steam-heating plant. It will cost approximately \$150,000. W. E. Mooney of Washington is the general contractor.



PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close August 22, 1927.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., July 21, 1927.—SEALED BIDS in duplicate will be received until 3 P. M. August 22, 1927, and then publicly opened, for remodeling and enlarging the United States Post-office at Goldsboro, N. C. Drawings and specifications may be obtained from the Custodian of the building or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close August 11, 1927.

UNITED STATES DEPARTMENT OF THE INTERIOR, Washington, July 20, 1927. Sealed proposals (in duplicate) will be received at the Department until 2 o'clock P. M. Thursday, August 11, 1927, for the furnishing, delivering and setting in place of laundry machinery at Freedmen's Hospital, Sixth and Bryant streets Northwest, Washington, D. C., in accordance with specifications, copies of which, with proposal forms, can be secured upon application to the Chief Clerk of Department. Proposals must be securely enveloped, marked "Proposal for laundry machinery, Freedmen's Hospital," and addressed to Secretary of the Interior, Washington, D. C. E. C. Finney, First Assistant Secretary.

Bids close September 16, 1927.

Bridge and Road Projects

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND
PUBLIC WORKS

Nashville, Tenn.

Sealed bids will be received by the State of Tennessee, Department of Highway and Public Works, at their offices in the Memorial Building, Nashville, Tennessee, until 10 A. M. Friday, September 16, 1927, and opened publicly at that hour, for the construction of the following bridge projects:

SPECIAL BRIDGE PROJECT No. 1, LOUDON COUNTY—Bridge over the Tennessee River, located on State Highway No. 2, between Lenoir City and Sweetwater, near Loudon, consisting of steel river spans as follows: Two spans @ 180 ft., three spans @ 220 ft. and one span @ 320 ft.; also Reinforced Concrete deck girder approach spans as follows: Twenty-three spans @ 40 ft. and twelve spans @ 24 ft. The approximate weight of the Fabricated Structural Steel in the steel spans is 1000 tons.

SPECIAL BRIDGE PROJECT No. 2, BENTON AND HUMPHREYS COUNTIES—Bridge over the Tennessee River, located on State Highway No. 1, between Waverly and Camden, consisting of steel river spans, as follows: Two spans @ 220 ft., two spans @ 320 ft. and one span @ 366 ft.; also fifty Reinforced Concrete deck-girder approach spans @ 40 ft. The approximate weight of the Fabricated Structural Steel in the steel spans is 1350 tons.

SPECIAL BRIDGE PROJECT No. 3, HARDIN COUNTY—Bridge over the Tennessee River, located on State Highway No. 15, between Waynesboro and Selmer, near Savannah, consisting of steel river spans, as follows: Three spans @ 320 ft. and one span @ 366 ft.; also thirty Reinforced Concrete deck-girder approach spans @ 40 ft. The approximate weight of the Fabricated Structural Steel in the steel spans is 1000 tons.

In addition to the above bridge projects bids will also be received for road projects, consisting of approximately 45 miles of Concrete Pavement, 95 miles of grading and drainage and 8 small concrete Bridges, the estimated cost of this road construction being \$2,750,000.

Plans for Special Bridge Projects will be available for inspection at the Nashville office on or about August 15. For further information communicate with the Department offices at Nashville. The right to reject any or all bids is reserved.

C. N. BASS, Commissioner.

RATE: 35 cents per line per insertion.
PUBLICATION DAY: Thursday.
FORMS CLOSE: 4 P. M. Monday.

DAY LETTER: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter.

THE DAILY BULLETIN OF THE MANUFACTURERS RECORD: Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements. The same rate applies—35 cents per line per insertion.

Bids close August 30, 1927.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., July 30, 1927.—SEALED BIDS will be opened in this office at 3 P. M. August 30, 1927, for the construction of the U. S. post-office at Tarentum, Pa. Drawings and specifications may be obtained from the custodian, Tarentum, Pa., or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close August 9, 1927.

Highway Construction

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building five sections of State Highway as follows:
Frederick County, Cont. P-110—One section of State Highway from end of Cont. P-91 toward Kempton, a distance of 1.0 mile. (Concrete.)

Montgomery County, Cont. M-81—One section of State Highway from Laytons-ville toward Etchinson for a distance of 2.0 miles. (Concrete.)

Prince George's County, Cont. P-78—One section of State Highway along the River Road from the end of Cont. P-68 toward Bladensburg for a distance of 0.5 mile. (Concrete.)

Anne Arundel County, Cont. AA-51—One section of State Highway from the Defense Highway at Three-Mile-Oak toward Iglehart for a distance of 1.0 mile. (Concrete.)

St. Mary's County, Cont. SM-38—One section of State Highway from Valley Lee toward Porto Bello and from the end of Cont. SM-37 toward Miller's Wharf for a distance of 2.7 miles. (Gravel.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 9th day of August, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 26th day of July, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close August 8, 1927.

\$70,000 4½% Approved Coupon Bonds

Thomasville, Ga.

Sealed proposals will be received by the Mayor and Aldermen of the City of Thomasville, Ga., until August 8, 1927, at 3 P. M., Eastern time, for purchase of \$70,000 4½ per cent approved City of Thomasville Street Improvement Bonds, being 70 bonds of \$1000 each (certified check for \$3000 must accompany bid), all dated July 1, 1927, with interest coupons maturing semi-annually on the 1st day of January and July of each year, principal and interest payable at the Chase National Bank of the City of New York. The bids should be in a sealed envelope and marked "Bids for Bonds" and addressed to the Clerk of Council, City of Thomasville, Ga. Bids to be considered must be received at the Clerk's office, City Hall, Thomasville, Ga., not later than 3 P. M., Eastern time, on August 8, 1927. Said bonds to be sold for delivery as of September 1, 1927.

The right is reserved to reject any or all bids.

D. ROY HAY, Mayor.

Attest:

C. C. PITTMAN, Clerk.

Bids close August 16, 1927.

Highway Construction

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building four sections of State Highway as follows:

Prince George's County, Cont. P-70—One section of State Highway from College Station, on the Baltimore and Ohio, to the Baltimore-Washington Boulevard at College Park, a distance of 0.67 mile. (Concrete.)

Harford County, Cont. H-56—One section of State Highway from the Philadelphia Road near Stepeny to Perryman, a distance of 1.6 miles. (Concrete.)

Anne Arundel County, Cont. AA-31—One section of State Highway from end of Cont. AA-20 to Gibson Island, a distance of 6.0 miles. (Alternate bids—Concrete; Concrete Shoulders and Arm's-ite on Reconstructed Base; Concrete Shoulders and Penetration Macadam on Reconstructed Base; Concrete Shoulders and Asphaltic Concrete Foundation and Surface on Reconstructed Base.)

Charles County, Cont. Ch-45—One section of State Highway from St. Peter's Church toward Gallant Green for a distance of 3.3 miles. (Gravel.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 16th day of August, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 29th day of July, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close August 9, 1927.

Highway Construction**DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS**

Baltimore, Md.

SEALED PROPOSALS for building one section of State Highway as follows: Garrett County, Cont. G-30-A—One section of State Highway from Friendsville toward the Pennsylvania State Line for a distance of 2.15 miles. (Penetration Macadam.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 9th day of August, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 28th day of July, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close August 24, 1927.

Highway Construction

Dover, Del.

Sealed proposals will be received by the State Highway Department at its office, Dover, Delaware, until 2 o'clock P. M. August 24, 1927, and at that place and time publicly opened, for contracts involving the following approximate quantities:

CONTRACT 87**LITTLE CREEK-LEIPSIC, 6.54 MILES**

- 18,500 Cu. Yds. Excavation.
- 3,000 Cu. Yds. Borrow.
- 2,000 Tons Broken Slag Surface Course.
- OR 3,000 Cu. Yds. Gravel Surface Course.
- 5,900 Cu. Yds. Cement Concrete Pavement.
- OR 5,900 Cu. Yds. Cement Concrete Pavement (Slag Aggregate).
- 80 Cu. Yds. Class "A" Concrete.
- 2,000 Lbs. Reinforcement.
- 600 Lin. Ft. 15-in. Corrugated Metal Pipe.
- 200 Lin. ft. 15-in. R. C. Pipe.
- 168 Lin. ft. 15-in. R. C. Pipe.
- 28 Lin. ft. 24-in. R. C. Pipe.
- 28 Lin. ft. 30-in. R. C. Pipe.
- 28 Lin. ft. 48-in. R. C. Pipe.
- 120 Lin. ft. Relaid Pipe, 18 in. and under in diam.

CONTRACT 53C**BROADKILL BRIDGE APPROACHES**

1347 FEET

- 600 Cu. Yds. Excavation.
- 400 Cu. Yds. Borrow.
- 400 Cu. Yds. Cement Concrete Pavement.
- 1,200 Lin. ft. Longitudinal Metal Joint.
- 25 Tons Amiesite Surface Course.

CONTRACT 92**BELLEVUE QUARRY-CLAYMONT**

2.08 MILES

- 7,000 Cu. Yds. Excavation.
- 10,000 Cu. Yds. Borrow.
- 400 Cu. Yds. Rock Excavation.
- 300 Tons Broken Stone Base Course.
- 6,200 Cu. Yds. Cement Concrete Pavement.
- 3,200 Lin. ft. Premoulded Bituminous Expansion Joint.
- 52,000 Sq. ft. Cement Concrete Sidewalk.
- 635 Cu. Yds. Class "A" Concrete.
- 900 Cu. Yds. Cement Rubble Masonry.
- 21,000 Lbs. Reinforcement.
- 40,000 Lbs. Cast-Iron Gratings.
- 400 Lin. ft. 6-in. D. S. T. C. Pipe.
- 600 Lin. ft. 15-in. D. S. T. C. Sewer.
- 13,600 Lin. ft. 18-in. D. S. T. C. Sewer.
- 5,900 Lin. ft. 24-in. D. S. T. C. Sewer.
- 400 Lin. ft. 15-in. R. C. Pipe.
- 200 Lin. ft. Relaid Pipe, 18 in. and under in diam.
- 14,000 Lin. ft. Concrete Curb.
- 3,000 Lin. ft. Woven Wire Guard Rail.

**CONTRACT 93
STANTON-LINCOLN HIGHWAY
0.93 MILE**

- 8,000 Cu. Yds. Excavation.
- 400 Cu. Yds. Borrow.
- 1,650 Cu. Yds. Cement Concrete Pavement.
- 4,880 Lin. ft. Longitudinal Metal Joint.
- OR 4,880 Lin. ft. Longitudinal Joint (non-Metallic).
- 180 Lin. ft. 15-in. Corrugated Metal Pipe.
- 90 Lin. ft. 15-in. R. C. Pipe.
- 60 Lin. ft. 18-in. R. C. Pipe.
- 30 Lin. ft. 24-in. R. C. Pipe.
- 100 Lin. ft. Relaid Pipe, 18 in. and under in diam.
- 600 Sq. Yds. Class "A" Concrete Gutter.
- 300 Lin. ft. Woven Wire Guard Rail.

Performance of contract shall commence within ten (10) days after execution of the contract and be completed as specified.

Monthly payments will be made for 90 per cent of the construction completed each month.

Bidders must submit proposals upon forms provided by the Department.

Each proposal must be accompanied by a surety bond, certified check or money to the amount of at least ten (10) per centum of the total amount of the proposal.

The envelope containing the proposal must be marked "Proposal for the construction of State Highway Contract No."

The contract will be awarded or rejected within twenty (20) days from the date of opening proposals.

The right is reserved to reject any or all bids.

Detailed plans may be seen and index plans and specifications may be obtained upon receipt of two dollars (\$2.00), which amount will not be refunded.

STATE HIGHWAY DEPARTMENT,

Dover, Delaware.

Bids close August 15, 1927.

**Water-Works and Sewerage
Systems**

Wakefield, Va.

Bids are invited by the Town of Wakefield, Virginia, until 8 o'clock P. M. of Monday, August 15, on furnishing all labor and materials and building a water-works system and a sewerage system, involving approximately the following:

- 4220 ft. 6-inch cast-iron water main.
- 3000 ft. 4-inch cast-iron water main.
- 250 ft. 3-inch cast-iron water main.
- 1730 ft. 2-inch galvanized iron main.
- 18 fire hydrants, 7 six-inch valves, 5 four-inch valves, 1 three-inch valve and 4 two-inch valves.

One brick and concrete pumping station for deep well.

A 60,000-gallon hemispherical bottom steel tank and tower, total height 130 feet. Alternate on a tank of 100,000 gallons on a tower giving same total height.

4276 ft. of 6-inch sewer mains (vitrified clay or concrete).

- 2323 ft. of 8-inch sewer mains.
- 5350 ft. of 10-inch sewer mains.
- 4496 ft. of 12-inch sewer mains.
- 845 ft. of 15-inch sewer mains.
- 48 manholes and castings. Two automatic flush tanks.

A reinforced concrete sewage-disposal plant.

The right is reserved to let the contract on the work as a whole or by items, as may appear most advantageous, and to reject any or all bids.

Each bidder will be required to file with his bid a cashier's check or certified check in the sum of 5% of the face of his bid. This check will become a forfeit to the Town of Wakefield if contract is not entered upon and indemnity bond executed promptly after the award.

A successful bidder will be required to execute an indemnity bond with some satisfactory bonding company in the next even \$100 above one-third the face of his bid as a safeguard of the proper performance of the contract.

Plans and specifications may be seen at the office of the Mayor, and a copy may be had from him on receipt of a check in the sum of \$10. This check will be returned only to one who has submitted a bona fide bid and returned the plans and specifications in good order, both being done before the time for closing bids.

R. F. BAIN, Mayor,
Wakefield, Virginia.

Bids close August 9, 1927.

Street Paving

Greensboro, N. C., July 21, 1927.

Proposals will be received by the City Council of Greensboro, North Carolina, until 2.15 o'clock P. M. Tuesday, August 9, 1927, for paving and work incidental thereto on certain streets in the City of Greensboro, North Carolina, embraced in Contract No. 16, amounting to approximately 71,800 sq. yds., and Contract No. 17, amounting to approximately 60,800 sq. yds.

Plans and specifications may be obtained by applying to Ray Warren, Highways Engineer, Municipal Building, Greensboro, N. C.

Each bid must be accompanied by a certified check in the sum of Five Thousand Dollars (\$5000), made payable to the City of Greensboro, North Carolina, which will be forfeited if the contract is awarded and the contractor fails to sign the contract and furnish satisfactory bond.

All bids shall be sealed and marked on the outside "Bid for Street Paving" and addressed to P. C. Painter, City Manager, Municipal Building, Greensboro, N. C.

The bids will be opened publicly and read at the Municipal Building at the date and time aforesaid.

The city reserves the right to accept or reject any or all bids.

The bidder is advised that Section 14 of the "Act to Regulate the Practice of General Contracting," as ratified by the General Assembly of North Carolina March 10, 1925, makes it necessary for a bidder on this contract to show evidence of license to practice general contracting in the State of North Carolina before his bid is considered.

P. C. PAINTER, City Manager.

RAY WARREN, Highways Engineer.

Bids close August 10, 1927.

**Constructing Sewage Disposal
Plant****WASHINGTON SUBURBAN
SANITARY DISTRICT
CONTRACT 62-S**

Gaithersburg, Md.

Sealed proposals for constructing a sewage disposal plant at Gaithersburg, Maryland, will be received at the office of the Washington Suburban Sanitary Commission, Evans Building, New York Avenue, Washington, D. C., until 3 P. M., Eastern Standard Time, Wednesday, August 10, 1927, at which place and time they will be publicly opened and read.

The following, together with appurtenant piping, etc., will be built under this contract:

Two concrete sedimentation tanks, 19 ft. by 28 ft. and 17 ft. by 24 ft.

Sprinkling filter, 42 ft. by 90 ft., with dosing chamber.

Plans and specifications obtainable from Robert B. Morse, Chief Engineer of District, Hyattsville, Md.

T. HOWARD DUCKETT,
EMORY H. BOGLEY,
J. DONALD CLAGETT,
Commissioners.

Bids close August 16, 1927.

Sanitary Sewer System

Abbeville, Ala.

Sealed bids will be received by the City of Abbeville, Ala., through its Mayor and City Council until Tuesday, August 16, 1927, at 11 o'clock A. M., Central time, at the City Office in the Henry County Courthouse, for the furnishing of all Labor and Material and the complete construction of the following items, composing a complete sanitary sewer system, in the City of Abbeville:

- 17,178 Lin. Ft. 8-in. Sewer Pipe.
- 3,635 Lin. Ft. 10-in. Sewer Pipe.
- 3,087 Lin. Ft. 12-in. Sewer Pipe.
- 40 Lin. Ft. 8-in. Cast-Iron Sewer Pipe.
- 130 Lin. Ft. 10-in. Cast-Iron Sewer Pipe.
- 200 Lin. Ft. 12-in. Cast-Iron Sewer Pipe.
- 71 Manholes.

Bids will be received on either No. 1 V C or Concrete Sewer Pipe or both.

Plans, profiles and specifications may be seen on file with the City Clerk or copies of same may be secured for \$5 from the Engineer.

Bids must be made on blanks furnished by the city and must be accompanied by a certified check for \$1000, payable to the City Clerk. No bidders' bonds will be accepted.

The city reserves the right to accept or reject any or all bids.

R. K. STOKES, Mayor.

J. B. HOLLAND, City Clerk.

O. H. LANG, Consulting Engineer,
Moultrie, Georgia.

Bids close August 15, 1927.

Concrete Wharf Wall

Richmond, Va.
SEALED PROPOSALS will be received at the office of the Director of Public Works, Richmond, Va., until 3 o'clock P. M. August 15, 1927, for the construction of a plain concrete wharf wall, gravity type, approximately 300 feet long and 32 feet high. Location, north bank of James River, east of Gillis Creek, Richmond, Va.

A deposit of \$10 required on plans, to be returned upon receipt of bona fide bid and plans returned.

Form of Proposal, Plans and Specifications can be obtained on application.

A CERTIFIED CHECK for the amount stated (\$5000) on proposals must accompany each bid as a guaranty of execution of contract. The Director of Public Works reserves the right to reject any and all bids. Bidder's bond not acceptable.

R. KEITH COMPTON,
Director Public Works,
City Hall.

Bids close August 15, 1927.

Sanitary Sewers

Clearwater, Fla.
Sealed proposals will be received by the City of Clearwater, Florida, until 7.30 P. M. August 15, 1927, for furnishing and laying sanitary sewers on a number of streets in the city.

Estimated quantities are as follows:

17,000 Lin. Ft. 8-inch Pipe.
2,000 Lin. Ft. 18-inch Pipe.
1,700 Lin. Ft. 15-inch Pipe.

Together with necessary house connections, manholes, etc.

Blank forms of proposal and specifications will be furnished prospective bidders. Plans for the same are on file in the office of the City Manager and City Engineer of said city, where they may be examined.

Certified check of \$3500 is required with each bid and bond for 50 per cent of the contract price will be required of the successful bidder, such bond to be a bond with reputable and responsible surety company as surety and written by company or companies authorized to do business in the State of Florida.

The city reserves the right to reject any and all bids.

The city reserves the right to increase or decrease the amount of work included in these specifications without affecting in any way the contract prices and without affecting the specifications or contract in any other respect.

The city reserves the right to group the work in units, as set forth in Instructions to Bidders, and to let separate contracts for any one or more units.

The city reserves the right to purchase brick and concrete materials and furnish them to the contractor to be placed by him under the specifications at prices bid by him.

CHAS. F. MASON,
City Manager.

Bids close August 17, 1927.

Furnishing Copper Pipe BUREAU OF WATER SUPPLY

Baltimore, Md.
Sealed bids, in duplicate, endorsed "Proposals for Furnishing Copper Pipe to the Bureau of Water Supply," addressed to the Board of Awards of Baltimore City, will be received at the office of the City Register, City Hall, Baltimore, Maryland, until 11 A. M. Wednesday, August 17, 1927, at which time they will be publicly opened and read.

Specifications and proposal forms may be obtained at the office of the Water Engineer, Room 205 City Hall, Baltimore, Md., on and after August 5, 1927. A charge of \$10 will be required for each set of specifications and drawings and will not be refunded.

All bids must be accompanied by a certified check of the bidder on a clearing-house bank for the sum of Three Hundred (\$300) Dollars, drawn to the order of the Mayor and City Council of Baltimore, and the successful bidder will be required to give satisfactory bond for the faithful performance of the agreement equal in amount to the value of the contract.

The Board of Awards reserves the right to reject any or all bids.

GEO. F. WIEGHARDT,
Water Engineer.
B. L. CROZIER,
Chief Engineer.

Bids close August 10, 1927.

School Repairs, Etc.

DEPARTMENT OF EDUCATION
OFFICE OF THE
BOARD OF SCHOOL COMMISSIONERS
MADISON AND LAFAYETTE AVENUES
Baltimore, Md., July 27, 1927.

Separate Sealed Proposals, in duplicate, indorsed "Proposals for General Repairs, Alterations and Painting to School No. 106-A for the Department of Education," and "Proposals for Rearrangement of Assembly Hall at School No. 13 for Industrial Arts and Home Economics Room for the Department of Education," addressed to the Board of Awards of Baltimore City, will be received at the office of the City Register, City Hall, Baltimore, Md., until 11 o'clock A. M. Wednesday, August 10, 1927.

Specifications for either of the above may be obtained at the office of the Chief of the Division of Maintenance and Operations of School Buildings, Administration Building Annex, Lafayette and Carrollton avenues, on and after Friday, July 29, 1927, on deposit of five dollars.

Each bid for Alterations, etc., to School No. 106-A must be accompanied by a certified check of the bidder for \$400, and each bid for the Rearrangement of the Assembly Hall of School No. 13 must be accompanied by a certified check of the bidder for \$100, made payable to the Mayor and City Council of Baltimore, and drawn on a clearing-house bank.

The successful bidder will be required to give bond for the faithful performance of his contract in an amount equal to the contract price, and to comply with the City Charter respecting contracts.

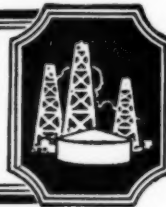
The Board of Awards reserves the right to reject any or all bids.

JOSHUA R. JOLLY,
Acting Secretary Board of
School Commissioners.

Approved July 27, 1927.
WILLIAM F. BROENING,
President Board of Awards.
Approved July 27, 1927.
BERNARD L. CROZIER,
Chief Engineer.



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 ably one that sells to agents, jobbers or
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